



AMERICAN RAILROAD JOURNAL.

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NEW-YORK, JUNE 9, 1832.

COMPARATIVE VALUE OF RAILROADS AND CANALS.

We have taken the liberty of extracting largely this week from the American edition of Wood's work on Railroads, by G. W. Smith, Esq. of Philadelphia. For this part of the work, however, we are wholly indebted to Mr. Smith, who has devoted much time and money, we have been informed, to dispel the prejudices against, and to promote the cause of, Railroads in this country. He has entered into it with a zeal that in most cases, and most assuredly in this, ensures success, and triumphs over obstacles which to most men, appear insurmountable.

He traveled in Europe, and examined many of the Railroads then in use, and investigated minutely the different modes as well as the expense of constructing them, and has since endeavored to convince others of what he learned from observation and experience; but like most other Pioneers in any cause, he has had to encounter incredulity, prejudice and self-interest in his exertions to substitute Railroads in this country for Canals; and it will not, therefore, perhaps, be so surprising that he has in some instances indulged in occasional severity upon those whom he believes to have done much to continue a system of improvement that will not meet the expectations of those for whose benefit it was projected.

Chapter X, from which the following extracts are taken, contains more real information upon the subject of which it treats, brought into a small space and simple form, than we have found elsewhere. It is worth more, and will go farther to dispel the doubts and fears of the timid, and to establish a proper degree of confidence in this system of internal communication than any other publication within our knowledge, and ought to be extensively read, as we hope it will be, both for the benefit of the editor and publishers of the book, as well as for the advancement of the cause which it so ably advocates. We should like to extract more freely from this valuable publication if we were not apprehensive that such

a course might interfere with the rights of others.—We shall, however, give some further extracts hereafter, hoping thereby to give many others such an idea of its value as to induce them to obtain it without delay. The appendix attached contains a list of thirty-four Railroads in Europe and America, giving many interesting particulars relating to them, which cannot fail to be both useful and interesting to most persons engaged in Railroads—some of which will be published hereafter.

THE PATERSON & HUDSON RIVER RAILROAD.—We are gratified to learn, as we do from the following communication, that a portion of the Paterson & Hudson River Railroad is now in use; and hope soon to have the pleasure to announce its completion to the Hudson River. It will certainly open another source of rational amusement to thousands of our citizens, who may not be able to take "ten days in the country," aside from the advantages which must result to the flourishing village of Paterson and the inhabitants between it and New York.

To the Editor of the Railroad Journal:—Sir: Permit me through the medium of your paper to give notice to the public, that the Paterson & Hudson River Railroad was yesterday (29th May) opened for the transportation of passengers and merchandise, from Paterson to the Acquackanonk Landing. I am yours, very respectfully,
PH. DICKERSON, President.

NEW ORLEANS AND LAKE PONCHARTRAIN RAILROAD.—By the annexed notice taken from the Louisiana Courier, we perceive that New Orleans is not without its Railroad. We congratulate the inhabitants of that city upon this favorable omen. Omen of what may be asked? In reply we would say—although we may be deemed Railroad mad for the saying—that it is to us a sure indication that New Orleans and New York will at no distant day be connected by a Grand National Railroad, upon which the distance from city to city may be overcome in four or five days, with great ease, and even this would not be keeping pace with the improvements of the last thirty years.

We have no other information relative to this Railroad than what is contained in this notice, and shall therefore be greatly obliged to some of our subscribers there, to give us such information as may enable us to give a description of it:

"The Railway coaches have now commenced running, in a manner to afford the most complete accommodation to the public. One or more cars will depart and arrive every hour in the day, except the hours of 8 A. M. and 1 P. M. After four o'clock P. M. they will depart and arrive every three quarters of an hour. No car will leave the city after ten o'clock P. M. nor the lake after midnight.

Persons visiting the Lake will find the most extensive accommodations. No expense has been spared in fitting up the Washington, and the Lake Hotels, by their respective occupants; which, in connexion with the bathing establishments, furnish a more attractive and pleasant place of resort and recreation, than is possessed by any other city in the Union."

ANOTHER RAILROAD IN USE.—We learn by the Philadelphia papers of Thursday, that the Philadelphia, Germantown and Norristown Railroad is so far completed as to have been used for passengers, the day previous, as far as Germantown. The novelty of the ceremony attracted a large concourse of people along the line of the road. The distance, between six and seven miles, was performed out by horse power, in about three quarters of an hour, and the return in a little over half an hour. The whole performance was highly gratifying; and the eating and drinking appear not to have been the least so, to those who participated in the festivities of the occasion.

(FOR THE AMERICAN RAILROAD JOURNAL.)
New York, June 5th, 1832.

Sir,—In the 21st and 22d numbers of your truly excellent Journal, is an account of the foundation of a new city, at the western extremity of Lake Erie. I was very much pleased with the location of the intended Western Emporium, and the enterprising spirit of our fellow countrymen, and sincerely hope that their most sanguine expectations may be realized. Indeed, I have no doubt but that, in a few years, it will prove advantageous to the proprietors, to New York, (destined, as X. Y. Z. truly says, to become the greatest city in the world,) and to the United States at large.

I, and I doubt not, many of your readers, should feel much obliged to the proprietors, if they would favor us with a more minute description of the settlement, the surrounding country, value of building lots, &c. &c. This would be to their advantage, and would furnish Messrs. Darley & Dwight with materials for their forthcoming Gazetteer, which will doubtless have a wide circulation, as such a work is, at this time, a desideratum.

The intended city was, I presume, called "Vienna" in honor of the brave Poles; but would it not sound more euphonious to name it New Warsaw?—thus attracting the attention of the emigrants from that illustrious nation, and paying a well merited compliment to that celebrated city! This I beg to suggest to the gentlemen concerned. I am, Sir, yours,
H. P. H.

At a meeting of the Stockholders of the New Jersey Transportation and Railroad Company, held at the house of Mr. Z. Drake, at Newark, on Monday 4th inst., the following persons were unanimously elected Directors for the ensuing year:
John S. Darcy, Alexander M. Muir, Zephaniah Drake, Ashbel W. Corey, Abraham W. Kinney, William R. Allen, George F. Mallison, William Chitwood, Thomas Satter.

A COMPARISON OF THE RELATIVE ADVANTAGES
OF RAILROADS AND CANALS.

Mr. Wood having made only a few remarks on this important subject, which is so extremely interesting to the public, and having taken only a partial view of the various facts and arguments which ought to be considered in deciding a question on which the advantageous or the injudicious expenditure of countless millions of money, and the most important portion of the commercial intercourse of many nations, depend—the Editor will endeavor to give a more comprehensive sketch of the relative value of Railroads and Canals than the plan adopted by Mr. Wood permitted.

Railroads and Canals, being machines for facilitating transportation, the inquiry will be made respecting—

- 1st. The Expense ;
- 2nd. The Practicability and Certainty ;
- 3rd. The Rapidity ;
- 4th. The Safety ; and,
- 5th. The Convenience with which transportation can be effected by each of these invaluable inventions.

1st. The Expense. This depends on—first, the Cost of Constructing, Repairing, and Maintaining the works ;

2nd. The cost of Freight, or Transportation, exclusive of the Tolls, which depend on the Cost of Construction, Repairs, and Maintenance.

1st. The Cost of Constructing Railroads is less per mile in the great majority of instances, than of constructing Canals. This will be apparent from an examination of the list of Railroads and Canals given in the Appendix, (Note M. continued.) The following are a few of the causes of this less expense. Railroads admit of greater undulation in their profiles than canals, which must be constructed on a level, or series of levels connected by locks. The number of summits on Canals must necessarily be few, in order to obtain the requisite supply of water, and to avoid the cost of additional lockage. Hence their Excavations and Embankments are usually greater in amount. Railroads can frequently avoid difficult lines, (which, from the causes above mentioned must sometimes be necessary in the line of canals,) marshes, rocks, hills, and valleys may, consequently, (to use a military phrase,) be either turned, or the amount of work lessened. Locks on Canals require a great expenditure for their construction, and for the wages of their keepers. Inclined planes on Railroads, which are resorted to for a similar purpose, (namely, to raise or lower the vehicles used for the conveyance of goods,) require few attendants at each plane, and frequently can be dispensed with altogether, even on Railroads which overcome many feet in elevation, or which descend in their profile. The construction and maintenance of inclined planes require, comparatively, much less expenditure to overcome the same aggregate number of feet ; and from the much greater amount of elevation overcome by them at each station, a less number of them is necessary. Thus, on the Pennsylvania Railroad from Columbia to Philadelphia, there are but two inclined planes in a distance of 81.610 miles. The elevation overcome, by three, and by a moderately undulating line, would have required, if the formerly projected Canal on this route were practicable, at least 200 locks. Many similar cases might be given even more corroborative of the above statement. The locks, and tunnel, (or other substitute for locks on the summit level) of the Chesapeake and Ohio Canal, (if that superannuated and extravagant absurdity be continued,) will alone cost nearly as much as the whole of the parallel Railroad (the Baltimore and Ohio) now in progress.

Double locks, requiring an additional expenditure, are necessary, when a great number of boats navigate a Canal. This is the case on the Schuylkill, part of the Erie Canal, &c. The distance between two given points is almost always less by Railroads than Canals—for the reasons above mentioned respecting their location. Hence, if the cost per mile were even equal, the aggregate cost of the whole line would be less for a Railroad ; and in some cases this would occur when the Railroad would cost more per mile. More land is required for Canals than for Railroads. Reservoirs and feeders are frequently necessary for the former ; additional land is often injured by leaks, breaks, and by being covered from other land ; frequent and expensive bridges over the Canals, do not wholly remedy the injury. The space occupied by the main line alone, when neither feeders nor reservoirs are taken into calculation, is greater per mile than the amount occupied by a Railroad, being at least from 45 to

50 feet wide for the water line, tow paths, fencing, drains, &c., and on Canals of large section, 60 or 70 feet. More than this width of land is usually required. On Railroads, 14 feet for the width of a single, and 24 for a double line is generally sufficient ; although a few feet more are sometimes occupied. On embankments and in excavations, more land is allowed to both Railroads and Canals in proportion to the depth or height—which will be usually greater for canals. Again, their greater comparative length will occupy an additional quantity of land ; the causes which occasion this greater length will be stated hereafter.

Mill-seats, and sites for water power, are frequently injured, or destroyed by the change of streams, which are diverted from their former courses to supply canals. These must be purchased, wholly, or in part. This evil will increase with the increase in the population, which will require additional water power. In Europe much injury has been sustained from this cause, and the execution of some projected canals prevented in consequence. A few similar cases have occurred in the United States. Sometimes, however, canals create water power, and are in this respect beneficial to the public and more profitable to their proprietors. Expensive pumping apparatus is sometimes indispensable for the supply of canals. Feeders are sometimes rendered navigable, but the expense of constructing such branches is great, and usually, the trade on these feeders would not justify their execution as independent works. No branches are required to Railroads, except when the amount of trade requires them. Reservoirs also are costly. Dams across streams are expensive and precarious structures. In limestone, and other cavernous, or porous, districts, much expense is necessary to enable canals to retain their water ; puddling, however expensive, has often failed ; and planking the exposed part for many miles sometimes, at a prodigious expense, has been resorted to ; even this has sometimes failed to produce the desired effect. At and near Reading, on the Schuylkill Canal, it has been found necessary to abandon a line, where this and other expedients had been tried, (by an enormous expenditure of money,) and to commence another canal in a lower situation. These difficulties alone, on one small portion only of this work, will have cost upwards of two hundred thousand dollars. The extra cost of construction to guard against leaks has been stated ; hereafter, it will be shown that other pecuniary losses result from such leaks.

In consequence of the small comparative width of Railroads, their culverts, their farm, and road bridges are of less extent, and contain less materials ; they are also more simple in their structure ; no precaution is demanded to enable their culverts to sustain the pressure, and to resist the filtration, of water. Viaducts also are, from these causes, less costly than aqueducts. The undulatory profile of Railways also permits, when necessary, a reduction in the height of the piers, abutments, &c. which the necessity of preserving the level on Canals, will not usually admit. When roads cross Railroads at, or near, the same level, no bridges are necessary ; a small piece of wood, fixed on each side of the rails, permits wagons, &c. to pass over with facility, without injury to the Railways ; or, when a road passes under a Railway the cost of the Viaduct is trifling ; the large Culverts or Aqueducts for this purpose, on Canals, are very expensive structures. Hence, the number, as well as the cost of bridges on Railroads, will be less than on Canals.

Tunnels are sometimes indispensable on Canals. On Railroads they are also sometimes used, and with great advantage when the amount of trade will justify the expense ; but they are not indispensable : on Undulating Railways, they may be almost entirely dispensed with ; and when designed for any Railway, they may be advantageously excavated at leisure, or may be even postponed until the requisite funds can be procured, or until the increase of trade will justify the expense. In the mean time a temporary Railway, located over the summit of the hill, or round the base, (according to the nature of the country,) will form a suitable connexion. On the Alleghany Portage Railroad, this has, in fact, been ordered by the Legislature of Pennsylvania. Mon. care Robinson, Esq., very judiciously proposed a tunnel only a mile long, through the mountain ; but the Tunnel-phobia attacked the members of that body, and this Railroad, now in progress, is compelled to climb an additional height over the summit. Eventually, no doubt in a lucid interval, they will authorize the execution of this tunnel, through which at least five hundred thousand tons per annum will be transported. A temporary Railroad may

connect the extremities of a line during the period when a tunnel is in progress for a Railroad—if from its length, or any other cause, it cannot be finished at the same time with the remainder of the road. Canals, on the contrary, would in such cases remain unconnected ; and thus the advantages of speedily establishing and cheaply prosecuting the desired trade would be unattainable. Canals might borrow assistance, in this case, from their rivals, by the use of a temporary Railway, also ; but the expense and inconvenience of two transshipments of the cargoes, and of the change of boats, would not render the substitute equally advantageous. The rails, &c., when the tunnel would be finished, in the latter case must be sold, and probably at a depreciation in price. In the former, they would be transferred with advantage to the Railroad through the tunnel.

Tunnels for Railroads cost less than tunnels for Canals, particularly when horses are used in them in lieu of locomotive engines. The cross section, and consequently the amount of excavation, tining, and arching is less. The space occupied by the water and tow-path of the Canal, (altho' the latter is not always absolutely necessary,) is not required on a Railroad tunnel ; and the latter is not equally wide, particularly if it be intended for a single line of tracks. Canal tunnels must be made much wider than the boats used on them, even if they have not towing-paths, and are calculated from their small width for the passage of only one boat (or set of boats moving in the same direction) at the same time. Long tunnels on Canals must be made sufficiently wide, either throughout, or in particular parts, to pass boats moving in opposite directions ; otherwise great delay and inconvenience (together with the impracticability of passing a large amount of trade)—will be the result. If the enlargement be made, an additional cost will be incurred for the construction. On Railroads if the tunnel be only wide enough for a single set of tracks, the speed of the cars may be increased by extra effort on the part of the horses, (the resistance being the same at the common low rate of speed, and at the increased rate,) but in the Canal tunnel this could not be effected, in consequence of the enormous increase in the resistance of the water to the passage of the boat. For instance, if double the usual velocity on the Canal would enable a boat, or set of boats moving in the same direction, to pass through the tunnel, (which is supposed to be calculated only for the passage of one boat abreast,) with a rapidity which would enable other boats to enter afterwards from the other end, and thus by doubling the capacity of the tunnel for passing boats, adapt it to passing the number practicable in a wide tunnel navigated only at the usual speed—the resistance would be, not (as it was stated when describing the Railroad) equal, but quadruple ; this would be the ratio without reference to the narrow cross section of the Canal ; if the additional resistance from the latter cause be taken into the calculation, the total resistance would probably be at least six fold. Hence, only a small increase of speed would be practicable.

On some Railroads the tunnels are made larger than necessity requires ; but, as a general rule, their cross section is less than tunnels on Canals. In Pennsylvania many tunnels for mining purposes exist, (although they are called by a different name ;) they are provided with small Railroads, generally made, almost exclusively, of wood ; they are low and narrow, but fulfil every necessary end for this limited purpose. On the Railroads in this State, intended for general trade, the tunnels, when finished, will be of less cross section than any of the four tunnels now in existence on the Pennsylvania, Schuylkill, and Union Canals. Railroad tunnels do not require puddling, &c. to retain the water.—Canal tunnels require this when the soil is porous, or the rock cavernous, through which they pass.

The walls, &c. erected for the protection of the sides, &c. of embankments, are more expensive in general on Canals than on Railroads. If both species of works were located in exactly similar situations, the profile of the Railroad could in some cases be diminished in elevation, by adopting a gently undulating line at and near the exposed portion ; hence, the wall might be reduced in altitude and thickness. The slope walls on the sides of high embankments and deep cuts are here referred to ; namely, those which are used to protect them from gullying, and not those which are constructed as a protection against abrasion from rivers, &c. The former are, however, used only in a few situations, and to a limited extent ; more economical means are resorted to generally ; namely, covering the surface with brush-wood, sods, or planting grass.

In the majority of cases even this is not thought necessary. If, however, it be requisite, under certain circumstances, there will be less of this work to perform on Railroads, for the reason just mentioned. The walls which sometimes line the interior surfaces of Canals, are, of course, unnecessary on Railroads. The slope and vertical walls, designed to protect Canals or Railroads against abrasion by streams, will usually be equally expensive on each of these works, provided the route selected for either is precisely the same; but, for the reason already assigned, the Railroad might sometimes be located on higher ground in the vicinity, and thus be placed above the height of freshets. The necessity of locating the Canal below the level of the feeder, (which would sometimes be a dam in the river, or other stream,) would frequently render such otherwise desirable change of position impracticable.

The great majority of Canals in the U. States are, from obvious causes, situated in the valleys of streams, and run parallel to their courses—frequently on the very verge of the banks. Railroads may frequently follow with advantage the general course of these valleys; but, from the range of their undulation, they may be often placed at a greater distance from the streams: if the latter be winding, the Railroad may generally pursue, in some degree, a more direct course. Again, Railroads can be, and frequently are, conducted across districts in a direction at right angles or oblique to the course of the streams which flow through them. Hence, Railroads are almost invariably shorter between two given points than Canals. (See the comparative length of these works in the list given in the note to p. 403.)

If the amount of trade on a projected line be either uncertain, or if it will be small for many years, Railroads can be accommodated to such varying conditions. A single line of tracks can be made at first: this will be sufficient even for the transportation of a large trade. In England, 300,000 tons per annum have been conveyed on one line of tracks. Under certain circumstances this amount could be passed, but, in general, it must be much less. When a single line becomes incapable of conveying the increscent trade, a second set of tracks can be added for much less than the expense of the first. Canals, on the contrary, must be complete in the first instance, and any subsequent increase in the size of the locks and other works is attended with great additional expense; and when the supply of water is not abundant, is altogether impracticable. The addition of double locks is also enormously expensive.

The cost of transportation is well known to be greater on narrow than on broad Canals; for, although the cost of motive power, or trackage, is not increased per ton, the cost of the superintendents is increased—the same number of men being required for boats conveying 25 or 50 tons. On single Railroads the cost of transportation is not greater than on double lines. The tolls on the respective works will constitute a farther disparity in favor of Railroads; this will be explained hereafter.

Sometimes, although rarely, after the construction of these commercial arteries, the general current of trade may be entirely diverted; and they may become almost unproductive or useless. In such cases, the valuable materials of the Railroad may be removed to a more useful line; or, if this be not advisable, they may be sold. Thus, part of the capital invested may be recovered, particularly on those Railroads which have required little expenditure for their graduation. Both of these measures have been repeatedly adopted in Great Britain. In fact, Railway tracks are sometimes hired out for a limited time, when they are used for facilitating the construction of other works. The capital expended on a Canal is permanently invested; and, from the nature of the work is irredeemable. Few of the materials can be sold or removed, inasmuch as they possess no value for any other purpose.

In other cases, where the transfer, or sale, of the materials may not be feasible, (although the work may be unproductive,) the capital sunk on the Railroad, in general, will be less than the amount ex-

* Railways assist, as it were, their own construction, by the conveyance and removal of materials. The use of even temporary Railways for this purpose is very advantageous, and is much resorted to in Great Britain. In the United States, where timber (an excellent material for this species of Railway) is extremely cheap, they might often save large sums of money, if they were extensively used as auxiliaries to remove earth, stones, &c. Until very recently they have been entirely neglected, and have not yet been adopted except in a few instances.

pended on the Canal. This argument in favor of the former, is beginning to be appreciated and felt by proprietors of Canals in Great Britain,* (the majority of which are more or less unproductive to their stockholders.) Dearly purchased experience will produce the same conviction in the United States, where the proprietors of the two thousand and five hundred and twenty five miles of Canals, which are in existence, have not, in any one solitary instance, received from the tolls derived from these works the current interest of the country on the capital expended in their construction, (including therein, as part of the real cost, the arrears of unpaid interest on those portions of the capital which were temporarily dormant. The Erie and Champlain Canals of New York, (now the most productive in the Union,) have not in any one year, with one exception, paid the expenses of their repairs and management, and the current rate of interest on their actual cost, although in other respects they have greatly increased the wealth and welfare of that popular state.

Justice, however, requires the remark that many of the American Canals have only recently been constructed, and, consequently, that the trade on them is not yet established to the extent which time will create: on a few the navigation has not yet commenced. The trade will undoubtedly increase.

Enormous additional sums, however, will be required to improve and strengthen the works on these highways; few of which are yet consolidated or permanently finished. The remark which has been made, that "Canals when first filled with water should be considered as scarcely half finished," applies with peculiar force to the flimsy and precarious precursors of more substantial works, which the impatience and inexperience of our citizens have caused to spring into existence with a celerity resembling the growth of a fragile mushroom—rapid but unsubstantial; manifesting symptoms of decay before even the appearance of maturity. This part of the subject will be resumed when the repairs of Canals and Railroads are to be discussed.

It therefore appears that Canals are lotteries, which contain a very small number of prizes, of which very few are of a high amount, whilst the great majority of shares are blanks.

Railroads, on the contrary, have generally been more productive; many of them have paid, in addition to the interest on the capital, the cost of their construction in a few years. Even in the United States, several of the very imperfect Railroads which have been made since 1827, have repaid their whole cost; among these may be mentioned the Mauch Chunk Railroad, of which the plan and the profile are decidedly inferior to any Railroad in the United States of equal extent. Of course the expense of repairs and transportation are far greater on these roads than on works superior in these respects. Railroads made entirely made of wood, and even conforming nearly to the natural surface of the country, have, in large number of cases, repaid their cost, even in a few months. These were intended either for a trade small in amount, or temporary in duration; hence, true economy required cheapness in the cost of construction; (the interest on the amount of capital requisite, more than balancing the greater cost of repairing and the increased cost of traction, &c. necessary on these simple works.)

The Railroad mania, which is beginning to prevail in the United States with the universality of an epidemic, will divert many of our citizens of their prudence, and involve them in absurd and ruinous expenditures on Railroads, where the scarceness of the population, or physical obstacles, render them inexpedient. The tendency of our countrymen is towards excess in every speculation which presents

* A careful examination of the cost and receipts from eighty-seven of the one hundred and seven Canals of Great Britain, was made by the Editor in 1825: it appeared that the receipts did not average 2 1/2 per cent. per annum. This list did not include the Canals constructed for sea vessels; and some expensive works were not included in this list. Of 87. Three of the Canals yielded upwards of 100 per cent. per annum. These, and the ship Canals, were, therefore, omitted in a calculation intended to ascertain the usual or general result. All of these Canals were particularly unproductive during their construction, and the great majority were for many years much less productive than at a subsequent period. The calculation (which only approximates to accuracy) proves that the canal stock, of even populous and commercial Great Britain, has been generally ruinous to its proprietors.

the chance of profit. Repeated and dearly purchased experience change only the objects of their pursuits, not their inherent disposition. Already upwards of 116 charters have been granted in the United States for Railroads; including those only which will exceed five miles in length. The aggregate extent authorized cannot be accurately ascertained, but may be confidently estimated as, at least, equal to 3400 miles; some of these proposed works will never be executed, and others will be delayed, or only partially executed: on the other hand, a large number will be increased in extent, and many new lines will be authorized and commenced. The applications for new charters are so numerous, that the Editor has not been able to obtain a complete list of them, or even of those already granted. The works actually commenced, and in which active progress has been made more or less extensive, and including those already finished, extend, or will extend, (if the remainder of the lines be finished) more than

If the Railroads of every length and description be estimated, the aggregate of those in Pennsylvania alone (where they were first adopted, and where they are more extensively in use than in any State in the Union,) amounts to 334 1/4 miles, including those already finished, 67 in number, and those which from their advanced state will certainly be finished during the present year with a single or double line of tracks. This list does not include any road on which the rails will not be laid during the time specified. Several Railroads (some of which are of great extent) on which the graduation, &c., has been commenced, and will be actively prosecuted during the ensuing year, as well as other lines which will be commenced, are not included in this estimate.

The extent to which capital has been and will be invested in works for facilitating inland commerce, renders the inquiry respecting their relative cost and value of great importance.

The circumstances which occasion greater expenditures on the construction of Canals than on Railroads have already been partly assigned. Mere theories, however, are of little importance when we can have access to knowledge derived from extensive and varied experience. A statement, therefore, of the actual cost of each description of these works,—both in general and specific cases,—in Europe and in this country, will now be given.

In Great Britain and Ireland 2750 miles of Canals had been constructed from the year 1760 to 1824 inclusive, at an expense of nearly £31,000,000, or £11,273 per mile. These statements are founded on an extensive and laborious examination of this subject made by the Editor in the year last mentioned. The expenditure on public works cannot always be obtained with entire accuracy. Some of the accounts have been lost, others are confused, and some have never been submitted to the public. The above statement is not materially incorrect, and has been derived partly from official sources, partly from the statement of eminent engineers, and from the best authorities to which access could be had.

The great majority of the Canals in Great Britain are of small section—the locks admitting boats only from 6 to 9 feet wide; of course the cost of transportation is nearly twice as great as on Canals calculated for boats of double the above width. The cost of construction, however, is less. The Canals of the United States (which are, in general, of much greater extent) are calculated for an immense trade, and are usually of large section—although few of them have a width sufficiently large in proportion to the locks.

A considerable number of the British Canals were constructed prior to the wars occasioned by the French revolution: money was then more valuable, or more labor could be obtained for a given sum than in more recent times. Land has also risen in price. Hence, (notwithstanding a few trivial improvements in the economical construction of Canals,) the cost would have been greater if the works had been executed at a later period.

* The Canal fever is beginning to subside in the United States; the copious phlebotomy, to which those who have suffered from it have been subjected, has already produced some change in the system. The Canals in progress are comparatively few, and are generally either mere extensions of old lines, or are for the passage of sea vessels, or in very level districts. The Chesapeake and Ohio Canal is manifesting symptoms which, to the experienced eye, portend a dying struggle, which the quackery of its nurses cannot avert.

A list of a few Canals which have cost only from £5600 to £8400 per mile, has been published repeatedly in this country, as if the same mentioned were the usual, or average cost. The misstatement, proceeding from ignorance or artifice, is manifest to every person who is conversant with the subject. The Canals which have cost from £8400 to £27000 are not estimated; whilst those which have been constructed in districts—where the expenditure for locks, tunnels, aqueducts, excavations, embankments, &c. has been comparatively little—are complacently exhibited as models for the guidance of public opinion. The cost of the works in our country has also been misrepresented. No allusion is now made to the glaring errors of the daily press, which had not sometimes even a shadow of truth, but to those uttered in our legislatures, and sanctioned by those

of the nation. The first cost of some Canals was given as the total or ultimate expenditure—when all history might have warned the deluded and infatuated public that the edifices, then represented as finished, consisted, as it were, only of bare walls, resting on precarious foundations, requiring a large additional expenditure to strengthen and complete them. The proprietors of these structures will soon feel that the repairs, taxes, and servants of their establishments, will render their means inadequate to their extension, and that those enormous and foretold expenditures have been most injudicious and wasteful. Already is the prediction accomplished, that the enterprise of individuals would soon discover the errors of a blind and hasty and extravagant legislation. Charters for rival Railroads have already been granted, and others anxiously solicited for works intended and destined to supersede, in part, some of the most important Canals of our country. The grand Canals of New York (the only works which have not been almost ruinous to their proprietors) are about to exhibit their irremediable inferiority to a grander Railroad. The mammoth absurdity of the Union—the disgrace to the civilization of the nation—the Chesapeake and Ohio Canal, was most providentially arrested in its mad career, never again, it was confidently trusted, to be resumed. Its proprietors (whose stock is now worth actually less than nothing in the market) may, however, console themselves with the tardy and dearly purchased reflection, that the remainder of their fortunes has not yet been swallowed up in a scheme, which the laws of nature and the wants of the community render alike difficult, insufficient, extravagant, and preposterous.

This subject will be resumed; in the mean time, the examination of the works of Europe will be continued.

The Canals of Holland have cost much less per mile than the Canals of our country, and many of them are essential to the drainage of the territory. The dead level of this half-reclaimed bog renders the execution very easy; locks are scarcely ever required; and the internal trade is chiefly transacted when the rivers, lakes, and adjacent seas are free from ice. Railroads would be enormously expensive in a district which produces neither iron, stone, timber, or fuel. Digging ditches and delving in the mire are occupations peculiarly suited to the amphibious population, and have become inveterate

* The government of Pennsylvania is at present engaged in a system of improvements (as they are erroneously termed) which has cost already nearly \$13,000,000, and will ultimately cost many millions in addition. The parsimony of the state, and the intrigues of some of those who are in authority, have caused incalculable injury to the commonwealth. The salaries assigned to the engineers and their assistants have been totally inadequate to command the services of eminent professional men; although good fortune, more than foresight, has temporarily bestowed on her the assistance of a few highly gifted individuals. She is beginning to receive some instructive, but rather expensive lessons respecting the value of cheap services. She has long been justly reproached for her unwise and parsimonious negligence in not providing for a system of public education. She has, however, established (if the expression may be allowed) a school for the education of beardless engineers. The enormous bills which she has already been called on to pay for their tuition and extravagant pranks, (and the heaviest are yet outstanding,) the amount of which time alone can ascertain, evince that she has had some regard for the welfare of a portion, at least, of the rising generation. Corporations, as the law informs us, have no souls; experience can inform us whether their wisdom compensates for the deficiency.

habits. The rapid motion which characterizes Railroad conveyance, would be abhorrent to the feelings, and at variance with the gravity and deliberation of the Dutch character. The few existing roads of the country being perfectly horizontal, and covered with hard pavements of brick, or other protection, may, in fact, be considered as a species of Railroad. The advantages of Canals, under these circumstances, are manifest.

The experience of Europe will not afford as much benefit to us as may be derived from an examination of our own country, where those works have been extensively constructed. The amount of labor expended on them, as well as their style of execution, are well known to be inferior to the more permanent works of the old world.

The cost of the Canals in the United States has been about \$25,000 on an average per mile. Although many expensive alterations have been made, a large additional sum will be requisite for the purpose of completing these works in a permanent and suitable manner. The amount necessary for this purpose cannot be accurately estimated; but, if a judgment may be formed from the brief and limited experience of New York and Pennsylvania, (where much expenditure will still be necessary,) the ultimate cost will probably be, at least \$28,500 per mile. The Navigable Canals of Pennsylvania have already cost \$25,185 per mile.

The great majority of the canals in America have been constructed in the valleys of rivers, where the expense of Folders, Excavations, Embankments, Locks, and Tunnels, is obviously less than when the lines traverse the generally undulating and elevated districts which separate those rivers. The courses of some of our Railroads are across the intervening ridges—routes which would, moreover, generally be impracticable for Canals; hence, a comparison of their cost would be unjust, unless routes for Railroads and Canals be selected, in some measure, similar in their localities. The cost of graduation and bridges, &c. on some of the principal Railroads of our country has been vastly greater when crossing these ridges than when pursuing the general course of valleys. A comparison of a Railroad on an unfavorable and of a Canal on a relatively favorable route, would be obviously partial: the respective localities must be considered.

The cheapest Canal (probably in the Union) cost about \$5200 on an average per mile. (Fractions will be generally omitted in these estimates.)

The Chesapeake and Delaware Canal cost nearly \$169,900 per mile. The dimensions of this work permit the passage of coasters; of course the cost was greater than would be requisite for Canals intended only for boats; the amount of excavation and embankment was much greater than usual. This work presents one of the cases where Canals are decidedly superior to Railroads—namely for connecting by a short line an immense extent of navigable waters—although the tolls chargeable on every ton render the cost of Transportation ten times greater than on a Railroad of similar extent, and constructed for perhaps one-tenth of the cost of the Canal—nevertheless, the expense, delay, and inconvenience of transshipment give a preference to a work which permits a continuous voyage. A rival Railroad, to connect the same points, has, however, even in this instance, been made, and with great advantage, for the rapid conveyance of light goods, passengers, &c., for which purposes Canals are not adapted. The Canal round the falls of the Ohio (which is less than three miles in extent) enables the vessels used on that river to proceed without interruption to the innumerable tributaries of the great father of rivers, and thus enjoy the advantage of an inland navigation extending many thousand miles. Such cases are however, exceptions to the general rule, which is the subject of investigation in this chapter.

The cost of Constructing Railroads will now be stated.—The Editor will avail himself of this opportunity to mention that the terms Railroad and Railway have hitherto been used by all writers as synonymous; but as two words to convey the same idea are unnecessary, he proposes to give them a distinct and specific meaning. The term *Railway* to be applied to the superstructure; namely, the *Way made of Rails*; including their supports (chairs, blocks, stone sills, or sleepers, &c.) and their immediate foundation. The term *Railroad*, to be more comprehensive, including the *Railway* and the *Graded Road* on which it is placed. The latter is usually called Road Formation, and includes the Graduation, consisting of the Excavations and Embankments, and the various works which are constructed—such as Bridges, Culverts, Drains, Tunnels, Slope and Vertical Walls, &c. The reader will observe that this

application of the terms will be adhered to in subsequent pages.

The cheapest Railroad can, of course, be constructed in districts where the profile of the natural face is adapted to the Railway; and where no other is requisite but to excavate a ditch on each side of the road. Few routes will present such disadvantages. Some expense (although frequently of trivial amount) is usually necessary to form the road, and the expense may sometimes be enormous; varying from \$150,000 per mile. This cost can be more accurately ascertained previous to the commencement of work than the cost of canals—where, from the greater depth of excavation, and the greater extent of their embankments, may encounter untold difficulties—rocks, fissures, porous soil, deficiency of water, &c.; hence, expenditures may be required which cannot form the subject of calculation. An estimate for a canal is but a positive term for a thing. The experience of England, and of our country, (as our citizens are beginning to discover, has proved that multiplying by 2, or even a third, is essential to the agreement of estimates with the actual cost of canals. A canal in England was once actually completed within the estimate measure of parsimony which stands alone unrivalled—a subject of wonder, not of imitation. The phenomenon has not been witnessed in America. The idea is not intended to be conveyed that estimates for Railroads are infallible. Experience frequently proves the contrary. A greater attention to accuracy is, however, attainable, and in cases could be mentioned where those works have been executed for sums equal to, or slightly greater or even less than the estimates.

A list of the numerous Railroads of Wales has been prepared by an eminent English engineer, which presents the following result:—The cost of *tram Railways* are more expensive than the *Railways* of wrought-iron, which require much material to possess the same strength; the cost of the former, exclusive of the purchase of land, of graduation, has been on an average, for a single line, nearly £1096 per mile; the additional for graduation varying extremely; but, on an average, not exceeding £1001 per mile. The cost of double lines of Railways is not twice the sum required for a single line; for some of the turnouts or sidings, constitute part of the second line, and the materials for that track are conveyed to their place of destination with a diminished cost means of the first line. The cost of graduation rarely double, and usually much less than double the amount requisite for a single line. Hence the usual average cost of single Railroads is, for instance, 2000l. per mile, the cost of a double line is not 4000l., as some popular writers, who had little practical knowledge, have repeatedly stated through the medium of the press.

The average cost per mile of the single Railway used for collieries, mines, quarries, iron and steel works, if constructed with wrought-iron edge-weights 28 lbs. per yard, may be stated at 800l. iron being at the present price of 71. per ton. An additional sum for graduation is too variable to afford data for an average of any real utility. The reader is referred for information on this subject to the first article in the Appendix, where the cost, in detail, of a great number of European (and American) Railroads is given. From that list the cost may be ascertained, that some extensive works, usually difficult have cost from 1595l. to 9100l. per mile for Railroads composed of single lines.

The Railroads which are intended for general trade, and adapted to the speedy conveyance of immense amount of goods and passengers, are more expensive than the roads which have been described, and for the following reasons:—The Railway made with greater strength—requiring more stone and the stone blocks, or sleepers, are larger and bedded with more care, to ensure permanent means of a firmer foundation. The graduation is more uniform and approaching to a level, and the curves have greater radii. Locomotive engines can be more advantageously used on these roads, the larger amount of trade, and the diminished cost of transportation on such improved works, justify the greater expenditure.

The best modern Railroads have cost, when the cost of iron was much greater when the works were made than the present price of the article, which is 71. for wrought, and 61. for cast-iron per ton. Some years since, the price of the former was from 91. to 151. 12s. per ton. The cost for road formation in a country so mountainous as Wales, of course, is greater than the usual average for similar works, situated in more level districts.

of double tracks, from 23000 to 87000 per mile; Manchester and Liverpool Railroad cost 17, per mile, exclusive of land, depots, interest, parliamentary expenses. For the peculiar of this enormous, unprecedented, and hitherto unparalleled expenditure, the reader is referred to the description in the first article of the Appendix, however, as that cost has been, the expense on several Canals, intended only for a direct line; the Canals which it is intended to compete with are very circuitous: one of which forms the same connexion—the Liverpool and Leeds Canal—has cost as much in the aggregate. Much additional expense was bestowed on the canal, to adapt it to the rapid conveyance of merchandise and passengers—a rapidity the fleetest courier could not sustain, and on Canals, could not, by any possibility, be attained. The value of this peculiar adaptation is already made manifest by arguments in the current interest on capital—made the first year performance—and before the carrying trade fairly commenced—and with all the difficulties of a new experiment—with an expenditure of a year (namely, 1831,) far greater than will ever be necessary. Is there one solitary Canal in the face of the earth from which a similar remuneration has been received?

(To be continued.)

the Westchester Herald and Putnam Gazette.
YORK AND ERIE RAILROAD.—We perceive by the American Railroad Journal, that a meeting has been held in the city of New York, on the subject of the New York and Erie Railroad, at which it was decided that a meeting of the Corporators named above act of incorporation, be called at Manhattan, in the village of Owego, on the second day of June next. The accomplishment of the object by which the inhabitants of the Southern counties of this State, shall be provided with a rapid and expeditious means of conveyance to New York, we conceive to be of great importance; and we therefore with pleasure avail of every opportunity to furnish useful information on this subject to the public, which may be conducive to the furtherance of the great work projected.

The following remarks are derived from Mr. G. H. Wright, Civil Engineer, of this village, a man of scientific attainments, who has had ample experience with the various plans and experiments made in Railroads; and we trust they of service to those who are about to engage in the construction of Railroads:
Legislature having confined the route of the New York and Erie Railroad within the limits of the different termination on the Hudson will be from those mentioned by Mr. Clinton, in his report of the survey for the General Government; Mr. Tappan, one of his points of termination, in the state line, the chain of high land forming the Bergen ridge, will not have under consideration entering New Jersey; and which he notices, would be an obstruction of considerable moment.

probability is that the most feasible location found to be nearly opposite Teller's Point; the route is open longer at that part, and for three miles down the river, than it is above or below, in consequence of the fixed position of the ion that makes over the flats. The route thence will be very practicable, whether through the Ramapo valley, the explored route to the head waters of the Wallkill, and to the gunk ridge. This termination on the Hudson also the advantage of a very favorable route to the city. It will at once take the point for passing the dividing ridge, by the Mill River, or direct to the summit of the Ramapo, which I presume will be 400 or 500 feet higher than any passage north of the Highlands, and is a practicable route to the city, without interfering with the New York and Albany Railroad, which appears by the charter has no power to cross the Hudson River, and is not to be constructed from its mouth and importance truly to be considered in the character of a work, it is to be desired that a more scientific and operative form of Rail will be selected than the one introduced, when it was into operation, while the locomotive power depends on the use of the wheel to the rail, the wheels of the

load or weight to be moved should have the least possible resistance;—now it is evident, that on the same rail wheels of the same form and periphery cannot at the same time possess opposite properties, hence the great weight required in the locomotive to ded the rails support the weight; on a better form of rail there are many cases where a horse might propel the machinery for a train with a great velocity, at less expense and wear. Perhaps something is to be allowed for the novelty of racing with a locomotive machine, that time will correct.

As our citizens generally feel an interest in this great project, which sooner or later must be carried into effect, the annexed table of resistances or facility of transport on different Railroads in England, from a table taken with a Dynamometer, (the only mode to be relied on,) by Messrs. Palmer and Grimshaw, will give some idea of the great difference arising from form and construction, and the consequent importance of using the most perfect.

Railroad	Resistance per ton	Useful effect or load	Weight of carriage	Effect or Traction on a level by a force of 150 lbs. at 21.2 miles per hr.	Effect ascending.
London and Birmingham	8.850	3 1/2	17 1/2	1 1/2	1 1/2
Great Northern	9.900	3 0/30	1 10	1 1/2	1 1/2
Manchester and Liverpool	13.050	4 10 4	1 4 78	1 1/2	1 1/2
Cheltenham and Gloucester	18.300	5 5 5	9 18 39	1 1/2	1 1/2
New Branch, duty	21.900	6 5 79	3 9 93	1 1/2	1 1/2
Bigg's near Newcastle	25.500	7 18 77	3 8 11	1 1/2	1 1/2
King's Railway single rail	45.000	15 1 38	5 0 4	1 1/2	1 1/2

Of these ways, the Tram are the most adapted to general use, as a country wagon with narrow wheels, if they are accurately made to the proper width of track, may run on them. The last of Palmer's (which should certainly in this country be called Sergeant's) is a wrought bar on a wooden rail, differing from those in use here; being curved and a single line only.

A concluding remark may be offered on the term one horse power. Messrs. Palmer, Vallance, and Grimshaw presume the force of traction to be 150 lbs at 2 1/2 miles per hour. Mr. Wood takes I believe 112 lbs at two miles per hour. Mr. Tredgold 83 1/3 lbs for useful effect, that is, the load without the carriage. By the force of traction is meant the weight that a horse can raise perpendicularly from a depth by a line passed over a pulley. The first would certainly require a very good horse; the other two are probably within the actual power. Mr. Watt, whose authority is entitled to great respect, in the estimate for steam power, which has obtained very general use, gives for the traction of one horse 145 lbs at 2 1/2 miles per hour. In an able review of the comparative advantages of Roads, Railways, and Canals, in 1825, in England, it is stated that on a well made road a horse will draw one ton in a cart weighing 7 cwt. at a rate of two miles an hour. On a Railway of the best construction (they are improved since then) he will draw at the same rate of travelling about 15 tons; on a canal he will draw about 30 tons, in a boat weighing 15 tons. Hence on a Railway the draught of a horse is ten times and on a canal thirty times as great as on a well made road. Now a Railway costs about three times, and a canal about nine times as much as a good road. This comparison relates to the rate of two miles per hour.

When the velocity is increased, on a canal, the resistance increases as the square of the velocity, so that from 45 tons at 12 miles an hour, it would be reduced to about one ton only. On a Railroad the resistance of the atmosphere is very trifling indeed; the resistance due to friction is proportional to pressure, and the diameter of the axle. Hence on a Railway the expenditure of force due to a velocity of 10 or 12 miles an hour is very little more than that due to a velocity of two miles an hour.

[From the Kingston Herald, U. C.]
RIDEAU CANAL.—In a late number of the Herald we announced that this magnificent work would be completed in a few weeks, but we were not prepared, at so early a period, for the interesting scene which took place yesterday. At eight o'clock in the morning it was understood that a Steamboat and several smaller craft would pass through the Locks at Kingston Mills, and of course a large concourse of our inhabitants hastened to the spot, in minutes before one o'clock the Dock Yard Cutter Snake, commanded by Lieutenant Holbrook, and accompanied by Mr. Glover's Barge, and a barge belonging to the officers of the 66th Regiment, entered the first Lock, where they remained eleven minutes—number two was passed in five minutes—number three, in about four minutes—they were in the basin three or four minutes, and entered the broad expanse of water above number four, at thirteen minutes before two o'clock. The delay in the last lock was occasioned by a small piece of drift wood getting between one of the gates and its sill. Had this not occurred, the time occupied in passing through all the locks would not have exceeded thirty minutes. After three hearty cheers, the Cutter, with the British Ensign flying at the main mast head, spread her sails to the breeze, and was soon hid from our sight by the trees that stud the margin of the serpentine channel leading to Brewer's Mills.

Precisely at 4 o'clock, the Steamboat Rideau, having on board Colonel By and his family, and several ladies and gentlemen of Kingston, arrived at the first Lock, and passed through the whole number in fifty minutes exactly. Three cheers for the "Rideau Canal," and the same for Colonel By, Captain Briscoe, and Mr. Drummond, respectively, being given, the Steamboat proceeded on her passage, and the spectators returned to Kingston, highly delighted with their excursion. It is unnecessary to add that the Kingston Mill Locks are constructed in the best possible manner, and that the machinery for opening and closing the ponderous gates is such as to ensure the greatest ease and expedition.

The following table of Distances may prove interesting and useful to persons arriving from the other country, and who contemplate proceeding to the upper part of this Province.

From Quebec to Montreal	180 miles.
Montreal to Kingston	159
Kingston to Hamilton	Gore Dist. 211
From Dundas to Guelph, through Puslinch, 23	580
or by Beverly and Waterloo, 38 miles	
Hamilton to Goderich	5 miles.
To Cornwall's, (Beverly)	8
To Babcock's, do do do	6 1/2
To Thomas's, (Waterloo)	6 1/2
To Stauffer's, (over new bridge on Grand River)	5
To Latham's	7
To Hobson's, (Wilmot)	8
To Martin's, (1st tavern on the Goderich Road)	6
To Fryfogles	3
To the Avon River	9 1/2
To Runa Thallers	31 1/4
To Soback's	4 1/2
To the Thames River	5
To Carron Brook	5
To Ross	10
To Taadburgh's	5
To Hick's	5
To Goderich	110

Yesterday, 3d of June, the plover hatches in this city were again lighted. The weather which required it, is, however, preferable to intense heat. The Stoic philosopher exclaimed—"O world! all things are suitable to me which are suitable to thee. Nothing is too early or too late to me which is seasonable for thee. All is fruit to me which thy season brings forth."—[National Gazette.]

NEW-YORK AMERICAN.

JUNE 2, 4, 6, 7, 9—1833.

DINNER TO WASHINGTON IRVING.

We are enabled to-day, and it affords us much pleasure so to do, to lay before our readers the proceedings relating to the public dinner given to Mr. Irving on Wednesday. It was probably the most interesting and animated scene of festivity that ever occurred here. The occasion was so unusual,—for though militia dinners and election dinners keep up a routine of junketing and complimenting among us throughout the year, what are they to such a banquet as this?—the guest so distinguished, and the circumstances under which the friends of his youth and the sons of the friends of his youth had met to do him honor, so inspiring, that we venture to say that not a man sat down to those tables who rose from them without having experienced emotions among the most generous and pleasurable that were ever awakened in his bosom. From the first burst of feeling which escaped those seated at table when, upon the band striking up a national air, Mr. Irving entered the dining saloon, till the mirth awakened by the last sally of convivial humor died away, it was one scene of hilarity, enthusiastic emotion and cordial good fellowship. Our readers, however, care but little for any observations of ours upon a subject which has been so much the town-talk for the last week; especially when we can offer them a literary treasure like the following original letter of Sir Walter Scott, written many years since concerning the distinguished individual whose arrival among us has called out so many grateful feelings. We cannot say how it came into our possession; but that we may add, that to the best of our belief, Mr. Irving is at this moment ignorant of its existence.

MY DEAR SIR: I beg you to accept my best thanks for the uncommon degree of entertainment which I have received from the most excellently joiced History of New York. I am sensible, that, as a stranger to American parties and politics, I must lose much of the concealed satire of the piece; but I must own, that, looking at the simple and obvious meaning only, I have never read anything so closely resembling the style of Dean Swift as the annals of Diedrick Knickerbocker. I have been employed these few evenings in reading them aloud to Mrs. S., and two ladies who are our guests, and our sides have been absolutely sore with laughing. I think, too, there are passages which indicate that the author possesses power of a different kind; and has some touches which remind me much of Sterne. I beg you will have the kindness to let me know when Mr. Irving takes pen in hand again; for assuredly I shall expect a very great treat, which I may chance never to hear of but through your kindness.

Believe me, dear Sir, your obliged humble servant,

WALTER SCOTT.

Abbotsford, 23d April, 1813.

Leaving our readers to dwell if they choose upon this singular instance of the foresight, or rather prophetic spirit of genius, we without further preface, proceed to give the details of the dinner, commencing with the following introductory correspondence:

New-York, May 23, 1833.

SIR: A number of your townsmen, many of them the associates of your youth, impatient to evince to you their feelings of gratification at your return among them, to express the interest they have felt in your career in every period of its increasing brilliancy, to pay a just tribute to private worth, and to give you a warm and cordial welcome to your native city, beg that you will appoint some day when you will honor them with your company at a public dinner. We are, with great regard, your friends and servants.

Jas. Renwick, W. E. Lawrence, Geo. W. Strong, Henry Ogden, F. B. Cutting, Cornelius Low, Peter Schermerhorn, T. L. Ogden, Saml. Swartwout, Jas. Duerr, Jas. Neilson, Abm. Schermerhorn, Wm. Grace, B. Robinson.

James J. Jones, Richard Ray, Frederic Depuyser, Jr., Chas. F. Grim, Thos. R. Merceta, Augustus Fleming, M. C. Patterson, James O. King, Morris Robinson, Thomas L. Wells, Chas. Graham, Chas. L. Livingston, Chas. F. Hoffman, John W. Francis, William M. Price, Wm. Van Wyck, G. G. Van Wageningen, S. Verplanck, David C. Colden, J. A. King, Chas. King, Peter J. Stuyvesant, Ogden Hoffman, N. Low, Jacob Morion, Philip Hone, Wm. Bard, Thos. W. Ludlow, James Kent.

NEW-YORK, May 24th, 1833.

GENTLEMEN: It is with feelings of the most gratified pride and affection that I accept of your kind and flattering invitation. It is one of the many testimonials of cordial welcome on the part of my townsmen and early friends, that has made my return to my native land and city, the happiest moment of my life. As you have had the kindness to leave to me the naming of the day for the honor you propose to confer on me, I will, if suitable to your convenience, appoint Wednesday next for that purpose. I am, gentlemen, with the deepest feelings of gratitude and affection, your friend and townsman.

WASHINGTON IRVING.

The company assembled were nearly 300. Among the distinguished guests, we remarked Bishop Onderdonk, Lieut. Gov. Livingston, Gen. Santander, the Baron de Bahr, Belgian Minister, the Chancellor and Vice-Chancellor, the Judges of the Superior and Circuit Courts, Commodore Chauncey, Gen. Scott, Mr. Gallatin, Don Thos. Gener, Mr. Le Ray de Chaumont, Rev. Dr. Wainwright, Mr. Stewart Newton, Messrs. E. and J. T. Irving, J. K. Paulding, and others.

The great saloon of the City Hotel was thrown open, and four lines of tables were covered with all the substantial and delicacies of the season. Chancellor Kent officiated as President, assisted by Messrs. P. Hone, J. Duerr, Professor Renwick, T. L. Ogden, Samuel Swartwout, and Charles Graham, as Vice Presidents. After the company was seated the guests entered preceded by the President and Mr. Irving, who, on taking his seat at the table, was received with loud acclamations.

The Rt. Rev. Bishop Onderdonk asked a blessing upon the feast, and the Rev. Dr. Wainwright briefly returned thanks, in which he alluded to the influence of literature and science upon the cause of religion.

When the cloth was removed the President read the following letters of apology:

Messieurs: Je ne recois de la cote heure, seulement, la lettre que vous avez bien voulu m'adresser le 25 du courant, et il me reste que le temps de vous exprimer mes regrets de ne pouvoir me rendre à votre invitation, et de vous prier d'agréer mes remerciements et ma considération la plus distinguée.

JOSEPH CTE. DE SURVILLIERS, Messieurs du Comité de New-York.

A l'occasion de l'arrivée de Mr. W. Irving.

Gentlemen:—I have had the honor of receiving your note enclosing a card of invitation to the dinner to be given in Washington Irving, on the 30th instant. I regret exceedingly that I am obliged to leave town before that day, and that it will therefore not be in my power to unite with you in that testimonial of respect to our distinguished fellow-citizen.

In addition to the consideration to which his private character and virtues so justly entitle him, I feel that I owe him a debt of gratitude for his unremitting and successful efforts in the cause of literature, and particularly for the distinction which those efforts have conferred upon our country.

JACOB SUTHERLAND.

To Messrs. J. O. King, Saml. Swartwout, and others, Committee.

New-York, May 23, 1833.

SIR:—It is with extreme regret that I am obliged to decline the invitation of the committee for the dinner to our distinguished fellow-citizen, Washington Irving, on Wednesday, the 30th inst. It would have given me great pleasure to meet this our much esteemed fellow-citizen, who has been so long absent from us, but whose feelings have been so uniformly true to the land of his nativity, and the friends of his youth. We recur with delight to our recollection of the happy recollections of his genius in early life; and we follow him with high gratification in his literary career in foreign countries, where he has won nobly, indisputable fame for himself, and has contributed so largely to the honor and glory of his native land. I join most cordially with my fellow-citizens in greeting his return to us, and in tendering to him the assurance of our confidence in his love of country, and of our gratification in the proud eminence he has gained for himself and for his country in the republic of letters. Be pleased to accept for yourself and your fellow-members of the committee, my thanks for the honor of the invitation I am thus obliged to decline, and assure them and our mutual friends who may assemble on this

great occasion, that although personally absent from them, my liveliest feelings and best wishes attend them.

I have the honor to be, dear Sir, with great respect, your obedient servant,

M. C. PATTERSON, Esq., A. D. C. to the Hon. Secy. of the Navy.

Washington, May 27th, 1833.

Dear Sir:—I tender my thanks to yourself and your friends for their kind invitation to participate in the dinner proposed to be given to Washington Irving, on the 30th inst.

The recollection of an early and uninterrupted friendship, as well as the pride which I have for many years cherished in the constantly increasing literary honors which he has conferred upon our country—and let me add, upon his and my own native city—would not permit any ordinary cause to prevent my meeting with you on this joyous occasion. But I am compelled reluctantly to forego this pleasure by the urgency and importance of the great subject now before Congress at this late and busy period of the session.

I am, very truly, yours, &c.

G. C. VERPLANCK.

M. C. Patterson.

Many other distinguished individuals invited were unable to attend; among the number were our May.

After the above letters were read and toasts given, the President, (Chancellor Kent) rose and delivered the following address:—

We have met to express to a distinguished fellow-citizen, our gratitude for the exalted rank to which he has raised the literary reputation of this country; to testify admiration of his genius, and to show that we cordially partake of the kindly and generous sympathies which pervade and have been diffused by his works.

The mention of this subject calls up a crowd of associations and recollections, which even adequately to refer to, would carry me far beyond the limits of the time and the occasion; but on which my feelings compel me for a few moments to linger.

When the gentleman alluded to, commenced his brilliant career (and which we trust is far from its termination), by a display of the wit and humor, the keen satire and sprightly portraits which distinguished his earliest production (in which it is understood he was assisted by a kindred genius) were had scarcely any literary character as a nation; though we were entitled to claim the exhibition of a due share of national energy and enterprise. Our taste and manners were greatly in need of improvement. The admirable work to which I have referred, partook largely of a dramatic character, and being armed with wit and powers of the highest order, it undertook to chastise folly, correct false taste, reform bad manners, and mend the heart. The effort was well received, and the public judgment had no reason in any wise to be offended. Numerous compositions of the kind were ever more distinctly stamped with the impression of sterling morals and invariably good feelings, or more free from envy, hatred, malice and all uncharitableness. The work even abounded with touches of sentiment and pathos, and with fictitious scenes calculated to awaken the deepest sympathy.

The legend of the first colonization of this city, and of the adjacent shores, must at this moment be vivid in the memories of us all. Such a mock-heroic history, written in the finest strain of burlesque gravity, and ludicrous description; and of playful but pointed satire and ridicule. It has rarely, perhaps never, been surpassed, not even by Rabelais or Swift, in its power, spirit, and effect. It was, at the same time, written with so much good temper and humanity, that there is nothing in it justly chargeable with a tendency to make one worthy man its foe.

The materials of both those satirical productions were of native growth. They partook of no transatlantic flavor. They were original and inimitable creations of American genius, in all its freshness, fulness and strength, and solely erected upon American topics. But the mind that produced them was soon destined to display in another work, amidst the beautiful scenes of rural life, and in the most recent remains of Gothic grandeur.

In the sketches and essays of Geoffrey Crayon, we have a series of liberal, moral and pathetic reflections, interwoven with legendary tales of fascinating interest, and adorned with the utmost purity of taste and elegance of style. Many of the stories possess the charm of the finest fictions in the English classics. The liberality, the gentleness, the philanthropy, the taste, the sound judgment and the accomplishedness of the writer seem to have at once surprised and delighted the English reader. These sketches were attended with magical effects. Arrangements stood rebuked and named, and prejudice was subdued and succeeded by admiration and love.

We rejoiced to behold one of our own native sons rival on English ground the grace and elegance, the pathos and lofty mood of Addison, Goldsmith, and MacKenzie; we shared equally with our transatlan-

tie brethren in the pleasure afforded by his graphic descriptions; and hung with an equal intensity of interest over the descriptions of some of his matchless English scenes and incidents. But we are free to admit that we took a far deeper interest in those enchanting visions which brought us back to the borders of the romantic Hudson; "to the blue hills of our own country, which we love so dearly," to the "deep mountain glens" of the Kaatskills, and to the "twilight superstitions" of the *Sleepy Hollow*.

Through all the writings of our distinguished countryman, even in his earlier and sprightlier productions, we meet with occasional sentiments of high and grave import, the genuine growth of ardent feelings which go directly to the heart. Noting can be more soothing and gratifying to meditative minds than such pensive, chaste and mellowed reflections, arising from views of autumnal scenery, the ruins of ancient art, and the monuments of departed greatness.

The gentleman who favored the world with these productions, not contented with enjoying the admiration of the Republic of Letters to a very eminent degree, was in the mean time busy in earning for himself a title to a still higher niche in the temple of fame. Having access to original and fresh documents relating to the life of CHRISTOPHER COLUMBUS, he was encouraged and enabled to undertake and execute a great historical work, and on a subject the most rich in its details, and the most magnificent in its results of any that ever employed the pen of the historian. He brought to the task all his great and diversified powers. His materials were selected with judgment and studied with diligence, arranged with skill and exhibited with fidelity, polished with taste and recommended by finished specimens of a graceful, flowing and dignified composition. The discovery of America was essentially a domestic theme. Though the enterprise was begun in Europe, it was consummated on this side of the Atlantic. The settlement of this new world seems to be a subject peculiarly appropriate to the pen of an American writer, who would naturally feel and appreciate most deeply and justly, the inestimable value of the discovery and the mighty consequences of the establishment of great nations on this Continent, with their languages and institutions, their freedom of religion, their arts and sciences spreading themselves over its surface. The choice was most propitious; and the *History of the Life and Voyages of Columbus* will probably become the standard work on that subject through all succeeding ages. It equals the most distinguished historical compositions, not only in the dignity of the subject, but in the judgment, skill, spirit and felicity of its execution.

This eminent Historian honored and beloved abroad, now returns with joy to the home of his youth and to the beloved companions and scenes of his earliest glory. Let us then drink to—

"Our illustrious Guest, thrice welcome to his native land."

When the applause, with which this toast was received ceased, Mr. Irving rose, greatly agitated by the warm cheers with which he was hailed. He observed, that he believed most of his hearers were sensible of his being wholly unused to public speaking, but he should be wanting in the feelings of human nature if he were not roused and excited by the present scene. After renewed cheering he proceeded in, as nearly as can be recollected, the following words:

"I find myself, after a long absence of seventeen years, surrounded by the friends of my youth—by those whom in my early days I was accustomed to look up to with veneration—by others, who though personally new to me, I recognize as the sons of the patriarchy of my native city. The manner in which I have been received by them, has rendered this the proudest, the happiest moment of my life. And what has rendered it more poignant is, that I had been led, at times, to doubt, my standing in the affections of my countrymen. Rumors and suggestions had reached me here Mr. Irving betrayed much emotion—that absence had impaired their kind feelings—that they considered me alienated in heart from my country. Gentlemen, I was too proud to vindicate myself from such a charge; nor should I have alluded to it at this time, if the warm and affectionate reception I have met with on all sides since my landing, and the overpowering testimonials of regard here offered me, had not proved that my misgivings were groundless. (Cheers and clapping here interrupted the speaker for a few moments.) Never, certainly, did

a man return to his native place after so long an absence under happier auspices. On my side, I see changes it is true, but they are the changes of rapid improvement and growing prosperity; even the countenances of my old associates and townsmen, have appeared to me but slightly affected by the lapse of years, though perhaps it was the glow of ancient friendship and heartfelt welcome beaming from them, that prevented me from seeing the ravages of time. As to my native city, from the time I approached the coast I had indications of its growing greatness. We had scarce decried the land, when a thousand sails of all descriptions gleaming along the horizon, and all standing to or from one point, showed that we were in the neighborhood of a vast commercial emporium. As I sailed up our beautiful bay, with a heart swelling with old recollections and delightful associations, I was astonished to see its once, wild features brightening with populous villages and noble piles, and a seeming city, extending itself over heights which I had left covered with groves and forests (alluding, probably, to Brooklyn and Gowanus). But how shall I describe my emotions, when our city rose to sight, seated in the midst of its watery domain, stretching away to a vast extent; when I beheld a glorious sunshine lightening up the spires and domes, some familiar to memory, others new and unknown, and beaming upon a forest of masts of every nation, extending as far as the eye could reach. I have gazed with admiration upon many a fair city and stately harbor, but my admiration was cold and ineffectual, for I was a stranger, and had no property in the soil. Here, however, my heart throbbed with pride and joy as I admired—I had a birthright in the brilliant scene before me.

This was my own my native Land. Mr. Irving was here interrupted by immense applause: when the cheering had subsided he went on as follows. "It has been asked 'Can I be content to live in this country?' Whoever asks that question must have but an inadequate idea of its blessings and delights. What sacrifice of enjoyments have I to reconcile myself to? I come from gloomier climates to one of brilliant sunshine and inspiring purity. I come from countries lowering with doubt and danger, where the rich man trembles and the poor man frowns—where all repine at the present and dread the future—I come from these, to a country where all is life and animation; where I hear on every side the sound of exultation; where every one speaks of the past with triumph, the present with delight, the future with growing and confident anticipation. Is this not a community in which one may rejoice to live? Is this not a city by which one may be proud to be received as the son? Is this not a land in which one may be happy to fix his destiny, and ambition, if possible, to found a name? (A burst of applause, when Mr. Irving quickly resumed:—) I am asked, how long I mean to remain here? They know but little of my heart or my feelings who can ask me this question!—As long as I live."

The roof now rung with bravos, handkerchiefs were waved on every side, "three cheers" again and again, and plaudits upon plaudits, following in such quick succession, begun, ended and begun again, that it was some time before the toast with which Mr. Irving concluded, could be heard. It was as follows:

"Our City—May God continue to prosper it."

Mr. P. Hoxe 1st Vice-President, being called upon for a toast, addressed the meeting in a neat and appropriate speech, of which we add a sketch:

I rise for the purpose of proposing, as the next toast—The memory of the first settlers of our city. This sentiment is always acceptable on occasions of the kind; for those of us whose blood has flowed from other fountains are ever ready to acknowledge their virtues, and to express our veneration for the foundation on which the superstructure of our prosperity has been erected. But there is a peculiar propriety in its introduction at this time, when we see around us so many of their lineal descendants, who furnish in their own characters, the best eulogium on the virtues of their ancestors, and when we are assembled to do honor to our distinguished townsmen, whose youthful associations were connected with that race of men, and who have happily illustrated the history of former days in some of his earliest productions.

I am warranted in saying, that during his sojourn in foreign countries, he has never forgotten his first love, (applause) and while partaking of the hospitality of England and describing, in terms at once

glowing and just, the beauties of her scenery and the proud traits of her national character; and while seeking amongst the archives of Spain material for the history of the illustrious navigator who brought a new world to light, he has never ceased to cherish an affectionate remembrance of his native land; (cheers); and so deeply is this feeling implanted in his heart, that even now (he will excuse me for betraying family secrets, I hope,) on the morning after his arrival, when the fatigue of a sea-voyage, and the excitement arising from this meeting after an absence of seventeen years,—he arose with the sun, and sallied out in search of places endeared to him by early recollections.

And although I suspect he may have felt it incumbent upon him to visit "the Independent American Hotel in Mulberry street," formerly kept by one Seth Handaside, for the purpose of paying off certain scores for sourcrot, (a laugh) krullietjes and olykoekjes, which were left unpaid by his friend Diederick K. nickerbocker, at the time of his sudden and mysterious disappearance from that respectable Hotel, I have no certain information that he extended his perambulations on that occasion, farther than William street and the vicinity of the North Dutch Church—classic ground to him and me, and our youthful associates.

And here, Sir, I must ask your indulgence for a few moments, while I defend my pronunciation of the name of "the little brisk old gentleman, dressed in a rusty black coat, olive velvet breeches and a little cocked hat," who, albeit he did leave his bill unpaid at the Independent Columbian Hotel, left a precious treasure in his saddle bag, which insured him the gratitude of the present generation. (Bravo.)

I am quite sure it is correct, for Miss Nancy Bowles, who "taught my young idea how to shoot," instructed me to pronounce *knate* and *knock*, and if I failed in giving the full aspiration to the initial letter of each of these words, she was sure to supply the first to me as an *epithet*, and to inflict the other upon my offending pate. Moreover I am informed, that the respectable family of K. nickerbockers, of New Soaghticoke, still adhere to that pronunciation. I have spoken of the attachment which our guests have evinced for the relics of the days of our Dutch ancestors and the avidity with which he has been seeking for memorials of their former existence. I hope, however, he will not be discouraged from his pursuits by the difficulty of tracing them—for although the ruthless hand of modern improvement has nearly obliterated them, and he may seek in vain Verlatenburg Hill, Smith's Via, and the Inocenburgh, he may still find Coonties slip, Dutch street and the Hell-gat.

But to return to the subject of my toast. It will be allowed that the introduction of the laws of England, with her valuable improvements in the arts, sciences and literature, and the powerful auxiliaries furnished by the ingenuity and enterprise of our eastern brethren have added greatly to the prosperity of our city. Yet the success of their transplanting proves the goodness of the original soil, and the names of the Russels, the Howards, the Sides, the Stanleys, the Percys, and the Beauchamps of old England, do not call up feelings of more honest pride in the bosoms of her sons, than do those of the Stuyvesants, the Brinckerhoffs, the Schermersborns, the Van Schicks, the Van Wagencens, the Van Rensselaers in ours. (Hearty cheering.)

I propose the following toast:

"To the first settlers of New Amsterdam, their virtues are illustrated in the correct conduct and sound principles of their descendants."

Mr. Duke, the 2d Vice-President, being called upon for a toast, began by prefacing it with a few remarks, which, as their eloquent diction and refined humor kindled the attention of his hearers, and their murmurs of applause again excited the speaker, gradually, almost unknown to both, swelled into the following brilliant and finished essay, for such it is in fact:

Mr. President—It is expected, I presume, Sir, (the presumption is at least convenient) that I should follow the example of my senior colleague and propose the toast for which you call with some remarks.

Indeed, without the explanation I mean to give, I fear the toast I have to offer would be hardly understood—I fear also, that not only an explanation is requisite, but in some degree an apology. There is no vanity I hope in saying, that I yield to no one who is present, in a sincere desire to do honor to our friend and guest. No one will or can suspect that I have any wish to wound his feelings, any desire (were that possible) to injure his fame,

Yet I am by no means certain that my intended toast, even explained and justified, as it shall be, will be entirely agreeable to him—not am I certain that the explanation itself may not tend in the estimation of some, to reduce him from the high rank he now holds,—still I must proceed; a paramount regard to truth forbids me to be silent; imperative reasons of duty and conscience urge the disclosure I am about to make, which in truth has been already too long deferred. This disclosure I shall certainly manage with all possible consideration and delicacy towards the feelings of our guest; but to suppress it is impossible. It is necessary to dispel an error, so prevalent as to be nearly universal. It is necessary to relieve the public mind from a delusion—a very serious delusion, on a very serious subject. That our guest has contributed by his own acts to create this delusion, I do not assert; yet it cannot be denied, that by his silence he has permitted it to exist. You doubtless well recollect, Sir, most who are present recollect, that some time in the year 1808 or '9; a work in two volumes was published in this city, containing a very minute and interesting narrative of the early and golden era of our colonial history. I mean the period when the colony was blessed with Dutch rulers, the Dutch language and the Dutch manners. The work bore the title, somewhat ambitious, of a *History of New York*, and on its title page the name of Diedrick Knickerbocker, as its author. This book, you will remember, was not only received with general applause, but for many months continued to be read with implicit faith. It was universally regarded as containing a narrative equally authentic and curious, not only of the sufferings and exploits of our ancestors, but of the literature, manners, dress, modes of living—I had almost said, of thinking—of those primitive times. I correct the error as to thinking, for I believe that habit, not very prevalent in any age, had then scarcely commenced. After the lapse, however, of those few months, during which the *"History of New York"* was considered by all competent critics as the most valuable addition that had yet been made to the serious literature of our country—after the lapse, I say, of those few months—a report was invented and circulated with unusual rapidity and success, denying to Knickerbocker the authorship of his own work and even the fact of his own existence—a report improbable and scandalous—that the book was not as it claimed to be a history, but was a work, merely of imagination and fiction—in short, that it was not the matured result of the long continued and successful diligence of Diedrick Knickerbocker, but was the sudden fruit of the creative genius of Washington Irving. The author of this report I cannot name, as I have never been able to discover him, but I confess that at first I suspected, and for very obvious reasons, that it had an eastern origin. A friend, however, to whom I communicated my suspicions, (a friend on whose judgment I had much reliance,) observed, in reply, that it was hardly probable that the laurel would be plucked from the brows of Diedrick Knickerbocker, of Rensselaer, by eastern hands, to be fixed on those of Washington Irving—not of Boston—but of New York; and I own the reply put an end to my suspicions. Leaving, however, the author, and returning to the report, we all know that passed rapidly from private circles into the public prints, from newspapers into magazines, from magazines into reviews, and that it has since been monthly and daily repeated, in every form of assertion, and in every mode of publication, until it has at last obtained entire and absolute possession of the public mind—so that at this time, and in this large assembly, there is not, I am persuaded, a single person, with the exception of myself, who does not believe, with an undoubting faith, that Washington Irving is as truly the author of this *"History of New York"* as of the *Sketch Book* or of the *Life of Columbus*. That your own mind, Sir, shares deeply this strange delusion, has already appeared by your opening address; in which (you will pardon me for saying) you have not only entirely mistaken the true character of the work, but have publicly ascribed its merits, such as you conceive them, to the guest, whom we are met to honor. Were this a question of law, I should, as we are all accustomed, defer to your authority; and be silent; but on a question of fact, Sir, and where conscience is concerned, even your authority must not subdue me. I have a duty to perform, as we lawyers are somewhat apt to say when addressing a Court or Jury, and must proceed—proceed, though I provoke the ridicule and incur the derision of all who hear me.

Yes, Gentlemen of the Jury, for to you I now direct myself, I know that all of you—generous as without precedent you are, and it was fitting you

should be—that all, every man of you are against me, but strong in the armour—not as some of you seem disposed to hint "that rings when struck with brazen sounds," but in the armour of truth and evidence, I fear not to approach you. I know your determined obstinate long cherished partiality for your townsman; ye are all of you lovers of Washington Irving; but are ye not also lovers of truth? If ye are, ye will not, because ye cannot, resist the force of the evidence, the power of the arguments, I mean to produce—ye listen to me now with impatience, perhaps indignation, but continue to listen, and even from you, obstinate, incredulous, pre-determined and prejudiced as ye are, I shall yet extort a unanimous verdict. All I ask is your attention—hear me—open your ears and I promise to reach your consciences, if, pardon the doubt, consciences ye have.

I resume my address to you, Sir, in the most convenient mode of addressing others. The position I lay down, and mean to establish is this: that the work, entitled the *"History of New York"* in two volumes published at the time I have mentioned with the name on the title page of Diedrick Knickerbocker as the author, is a genuine and authentic work—genuine, as actually written by the man whose name it bears—authentic as a faithful narrative of the characters and events of the times, to which it relates. I hope this is plain and is understood.

The first question I admit to be—Did Diedrick Knickerbocker ever exist at all? And here I have to regret, that the witnesses I had summoned from Schaghticoke, and on whom I relied, by some strange accident, are none of them in court. Following, therefore, a not unfrequent and sometimes successful practice—no one doubts its propriety—I offer myself as a witness. Certainly Diedrick Knickerbocker has existed. My recollection is clear and distinct—I have seen the man. Cross examined—I cannot exactly fix the time and place—I cannot state how I knew and where I conversed with him, but these are trifling particulars; my forgetfulness of them does not at all shake the certainty of my belief in the main fact—the man I have seen. Nay, I go farther. Task your own recollection, Sir, for it is upon you that I may next call as a witness. Task your own recollection by the process I shall mention, and you will not refuse to join me in bearing testimony. You have read, I doubt not, frequently, the preface to the first edition of the *"History of New York"*. Do you not remember, Sir, the description it contains of the person, appearance and dress of Diedrick Knickerbocker—the few scattered grey hairs—the bending form—the humble and thoughtful look—the rusty black coat—the tarnished green vest—the olive colored breeches, and the blue stockings? Have you not seen that man, Sir? For myself, I never read this preface, but Diedrick stands before me, and so distinct is the image, that I know at once with an intuitive certainty, that it is an image recalled by my own memory, not impressed by the fancy of another. I pass now from the external proof—rigid as you are, Sir, you may think it somewhat weak; be it so; strike it out of the case. The charm is far more than supplied by the abundance and certainty of the internal evidence, to which I shall now appeal.

I begin by stating the question in its true form—Why should we doubt the authenticity of Knickerbocker's *"History of New York"*? When a work is published with such a title, having on its title page a christian and surname, as of the author—these, too, the well known appellatives of an ancient and respected family, the presumption is, that the work is what it purports to be; and the stress of the argument plainly lies on those who impeach its authenticity. I start then with this presumption in my favor, and I put again the question, why should we doubt? Are not all the grand, the most important facts related in this history confirmed to us, by every other historian—by every account and tradition that has reached us, of that remote age? Did not Hendrick Hudson discover the Hudson? Was not the colony first settled by emigrants from Holland? Did they not bring with them a language called the Dutch, a very corrupt and dissimilar dialect of which is still spoken in various parts of the State? Did they not land on this Island, then called by the native Indians Manhattans, or Manhattan, and adopting the usual process—a process in good repute to the present day—did they not, without delay, put out the savages and put in themselves? Were they not, shortly after their establishment, and did they not for a series of years, continue to be vexed, harassed, and put beside their patience, by the encroachments, inroads, proclamations, reasonings,

and questions of their Eastern neighbors? Were not the character and pursuits of those neighbors such as Diedrick Knickerbocker has described them, and such, as to a considerable extent, those of their descendants remain? Were they not talkative and long winded, inquisitive and subtle, disputatious and devout? Did they not fatten pork, import molasses; raise in quantity, inordinate, onions and pumpkins; and delight and excel in psalmody? In spite of this persevering, puritanical, and most perilous race, did not our ancestors, Sir—I say our, for, "Io anch'è sono Pittore." I also have a spice of the Dutchman—and in spite, I say, of this restless and locomotive race, did not our ancestors continue to maintain this goodly city in their own exclusive possession, thereby accomplishing a feat that has utterly baffled the skill of their degenerate sons? Did they not so retain, not the city only, but the State? and were they not, for many years, to all intents and purposes, a Dutch community, a Dutch colony? and were not Wouter Von Twiller, Wilhelmus Kieft and Petrus Stuyvesant in succession their rulers? Now, Sir, in all this extended narrative—full of events so various and important—has any incongruity, any inconsistency, yet been detected? Has any one discovered, or pretended to discover, any mistake or blunder in geography, chronology, or genealogy? You, Sir, accustomed to reason, see the force of the argument; you see, Sir, there is a consistency here that truth only can give, truth only preserve—a consistency never found in any work of fiction professing to depict the events and follow the train of history. Look, for example, at the historical novels of Sir Walter Scott; their author is deeply learned in the history and antiquities of his country, yet his books abound with flagrant inconsistencies, and gross anachronisms, and so abound, even by his own confession.

(Mr. Duer next proceeded to show, that the very circumstantial character of the narrative was no objection to its authenticity. He explained the means, and by which Knickerbocker was enabled to prepare the materials of his history—the details of which, the very minute, he contended, were precisely such as the diligent lover of truth was likely to collect, and such as the most lively imagination could never invent; but in this, and in other parts of his speech, we feel authorized to condense our Report. He resumed as follows:)

I pass now, Sir, as rapidly as I can to another head or branch of my argument. It is amazing to me, Sir, amazing that any man can read this *"History of New York"*,—any man I mean of ordinary mind, can read it with ordinary attention, and not be satisfied that it was written by a Dutchman; and not only, Sir, that it was, but that it could only have been written by a genuine full-blooded unsophisticated Dutchman. Is there not a manifestation—an overflowing of Dutch opinions and feelings and prejudices in every page? Open the book where we may, do we not find the Dutch jealousy of Yankee sentiment? the Dutch dread of Yankee audacity? and the Dutch horror of Yankee innovations? But above all, Sir, I appeal, with exultation appeal, to that honest Dutch enthusiasm, I repeat it, *Dutch enthusiasm*, that meets us at the very commencement of the narrative—that deepens and brightens as we advance, until it bursts forth, so gloriously at the close, to illuminate with a never-dying splendor the heroic Dutch obstinacy of Peter Stuyvesant! (The company seemed struck with the force of his reasoning, and manifested their assent rather loudly.)

I see, Sir, my cause advances. I am yet doomed to be victorious—for how triumphantly do I now put my question. Could Washington Irving have written thus? Washington Irving felt thus? Is there a single drop of Dutch blood in his veins, a single Dutch opinion in his mind, or Dutch feeling or prejudice in his heart? Why, Sir, the Irvings are Scotch, I repeat it, Sir, Scotch, and not a little proud are they, as I have some reason to know, of their Scotch descent. It was near the debatable land, not in the *Land of Holland*, that their ancestors dwelt, and to this day, the imagination of an Irving dwells with far more delight on the raids and forays of the Raiders and moss troopers of the Border, than on that ever memorable expedition to the Delaware, in which, by Dutch valor, the pride of Sweden was so effectually humbled. It is needless, Sir, to nod your approbation, I know you are now with me. Your mind is disciplined to yield its preconceived opinions to the force of demonstration, and my reasoning you cannot deny is demonstration. But, Sir, there is an obstinacy in error, that to you, may seem incredible. I perceive there are many, especially at the other end of the tables, who

are still incredulous, and to drive skepticism from its last refuge, it is necessary that I should produce my last and most conclusive argument. If, when it is heard and considered, any heretics shall remain, I can only say, their case is desperate. They should be marked, sir, as men not to be reasoned with in future.

Let us go back, Sir, to the history of New York, and let me recall your attention to the first five chapters, forming the first book of this immortal work: I mean the chapters which commence with a scientific description of the Globe we inhabit—of the matter and magnitude of the sun—the revolutions of the Planets—and the errors of Comets—which proceed to treat of the cosmogony or creation of the world, of the discovery and peopling of America, and of those vexed questions in the Law of Nations, the rights acquired by conquest or discovery, and which conclude with a most interesting account of the names, characters, dispersion and adventures of the sons of Noah. I do not now, Sir, call your attention to the very original and profound speculations of the author on these various topics, or to the admirable skill and still more admirable impartiality with which he weighs and balances, and in succession demolishes the rival hypothesis of rival philosophers; but I do call—earnestly call your attention to the learning, extensive, vast, accurate and profound, which these chapters exhibit. Why, Sir, in this respect they are absolutely without a parallel, not only in the literature of our own but of any country: without a parallel in the mass of erudition which in the compass of a few pages they concentrate and condense. It is evident, Sir, in reading these chapters that the author is well acquainted with all writings, illustrious and obscure, of every country, nation and tongue, and was more particularly conversant with the Hebrew, Arabic, Sanscrit and Greek literature, in all their branches. He quotes from writers in all these languages, (I have, of course, verified the quotations,) with an ease, precision and fidelity, that marks his perfect knowledge of their contents. Why, Sir, in these few chapters, in the compass of these few pages, he quotes Plato, Aristotle, Xenophon, Timæus the Locrian, Dionysius of Halicarnassus, Diogenes Laertius, Polybius, Plutarch, Strabo, Stobæus, Photius, Porphyry, Proclus, and Jamblichus, Cassiodorus and Jordanes, Bee-Manasseh, Ben-Leda, and Ben-Er, Abul-Manzar, Abul-Fede, and Abul-Pharagius, with a host of others, not forgetting the favorite authors of Ephraim Jenkinson, Sanchomathon, Maneth, and Berosus.

You see, Sir, the argument is at an end. I smile—in the pride of conscious victory, I smile—when I ask, could Washington Irving have written these chapters? Did he ever possess, was he ever suspected to possess, I will not say a tithe, but the smallest imaginable fractional part of that dark, difficult and abstruse lore, and in which these chapters show their author was so deeply versed? Mr. Irving himself, if I can catch his eye—I have it, Sir—Mr. Irving himself shall and does smile when I put the question, when and where he acquired his knowledge of Hebrew, Arabic, and Sanscrit? As to Greek, I do not push him—he may have read Homer, Pindar, and Anæon, but he will not, I am sure assert, that he has ever wasted the oil of his midnight lamp over the visions of Plato, or the subtleties of Aristotle. But I ask not Sir, that Mr. Irving himself should reply—I ask not his confessions—I refer Sir, to his own works—his acknowledged writings—those to which his title as author is not disputed, and they shall furnish all the evidence I desire. Take, for example, the Sketch Book, Bracebridge Hall, The Tales of a Traveller. Do all, any or either of these productions, or any other of his productions, exhibit any, the slightest trace of that "prodigious erudition," which would have called forth the special wonder of Dominic Sampson himself, and which Diedrick Knickerbocker in the first book of his immortal history actually displays? That these writings of our friend and guest manifest considerable talent, I am not disposed to deny. The world seems disposed to attribute to them merits of a very high order; but their merits whatever they are, I affirm with confidence, are not such as books have supplied, or even will or can supply. The writer, it is evident, depends too much on his own resources. His sentiments are such as his own observations reflections and feelings have suggested—and his books, far from being a transcript of books of other men, are the transcript merely of the mind and heart of their author. Rate them as high as you please, the merits and excellence of these acknowledged writings of our guest, my answer still is, their excellence have nothing in common with those of my immitable chapters, and I would

be absurd therefore to attribute to them a common origin.

What avails it then to tell me, Sir, that in the productions to which I have referred, our guest has evinced a mastery almost unrivalled of our noble language; that his English is not only rich and copious, but genuine and idiomatic—manifesting his intimate familiarity with the best writers of the best age of our literature—the age of Elizabeth and Shakespeare—showing with what delight he has bathed in those "living fountains of poetry and thought"—with what delight he has drawn from those "pure wells of English undefiled." What avails it to tell me of the varied structure, the rhythmical flow, the harmonious cadence of his sentences; of all those thousand nameless beauties of style, which taste and feeling can alone suggest, taste and feeling alone appreciate?

What avails it, I persist, to tell me of those higher qualities of his mind, which his productions are by his partial friends supposed to exhibit—his deep knowledge of the human heart—his nice discrimination of character—his exquisite moral sensibility—his racy and original humor—his keen and delicate wit—his bright and boundless fancy? (much cheering)—I am not so foolish, Sir, as to take this applause or any portion of it, to myself, nor so weak, as to permit it to divert me from my argument. You mean all of you to say, that these praises of our guest are well deserved and true. Be it so. Endeavoring to conquer your prejudices, I am on my guard against my own—wishing you to be just to Knickerbocker, I would not be myself unjust to Irving. The praises may be true, but they concern me not. I listen to them calm and unmoved, for they touch not my argument. They do not prove, they have no tendency to prove—that Washington Irving ever did, ever could write, the unequalled chapters on which I rest my cause. I resume, then—how does it affect my argument, that in some of these writings of our friend, and guest, and townsman, (I grow, I confess, more and more fond of our right to call him so) that in some of them we find a vein of grave and most effective irony, that reminds us irresistibly of the happiest efforts of Cervantes and Fielding?—that in some he has rivalled the humor of Swift, unpolled by an atom of his grossness—in others, the pathos of Sterne, redeemed from any mixture of affectation and quaintness?—How does it affect my argument, that in some of his productions he fixes our attention and steals unto our hearts with all those unobtrusive graces, that unpretending and quiet, yet, most bewitching and intelligent simplicity that gives to the writings of Goldsmith their peculiar charm, whilst in others, he melts and elevates and purifies our affections by a strain of moral sentiment, so true and lofty and refined as to leave in the whole circle of English Literature, Addison and Mackenzie as his only rivals? (Loud and repeated cheers.) Again, Gentlemen, I understand you. Again, whilst I disclaim the applause you compel me to say, you move me not. You mean to re-echo and ratify the praises that others have bestowed and I repeat: Be it so—but planted within the circle of the Five Chapters, the praises and the echo "pass by me as the idle wind" for they shake not the slightest outwork of the impregnable fortress in which I am stationed. Some, however of the friends of our guest may think it possible to refute me by referring to what they may deem the greatest and most valuable of his works, the Life of Columbus. They may assert that this work contains evidence that our friend is capable of the application, and may therefore well possess the acquirements of the scholar—not of an ordinary and superficial, but of a thoroughly instructed—a deeply learned scholar. They may tell me that the information contained in this work is fuller, more curious, authentic and original than is to be found in any similar work, in any language on the same subject. That they show the researches of the author to have been most extensive, and prove him to have explored with an untiring and successful zeal, every possible source whence light and knowledge could have been derived or expected. All this may be admitted, but when admitted what does it prove? Does it prove that Washington Irving ever possessed that abstract love of study for the sake of study, those habits of unintermitting plodding diligence, which Diedrick Knickerbocker must have possessed and exercised for years, to enable him to acquire those stores of literature which in his first book, he pours forth with all the profusion of unbounded wealth? Not at all—any man, when stimulated by a powerful motive may evince for a time, the application of a student—any man engaged in the composition of a work

which he hopes may extend his own fame or the fame of those he wishes to celebrate, may submit with cheerfulness and success to all the labor which the performance of his task requires. Is the preparation of his work, it is plain, the author of the Life of Columbus was influenced by strong and peculiar feelings—feelings, that not only incited him to commence his labors, but animated and sustained his toils. He was inspired with a very sincere and deep, I had almost said passionate, many will think, romantic admiration of the character, virtues, talents of his selected hero. He was desirous to disperse forever the calumnies and misrepresentations, that even when he meditated his work, continued in a manner to obscure his fame and discover and place in its true light every fact and circumstance that could tend to illustrate, and enhance his glory. He was most anxious, in short, that his history should appear as the work (if I may so express myself) of an intellectual statuary, in which the form and lineaments of his hero should be sculptured forth to all the truth and dignity of the moral sublime, appealing with a resistless force to all the higher and holier feelings of our nature, and awakening in every breast congenial sentiments of admiration, reverence and love. Such were Mr. Irving's wishes in undertaking his work, and all that he wished, he may have accomplished. I go farther—no concession can now injure me—I avow my conviction, all that he wished, he has accomplished, and so accomplished, that for myself I firmly believe that in the hearts and memory of Americans at least, the names and the glory of the hero and the biographer, of Columbus and Irving, are, and forever will be, as inseparable, as in themselves they are imperishable.

I perceive, Sir, the difficulty of returning to my subject—Our minds are too full of Irving to dwell longer upon Knickerbocker—What therefore remains to be said, shall he said briefly—I have now made all the concessions that the advocates of Mr. Irving's claims to be considered the author of the "History of New York" can possibly desire, and what as touching my argument do these concessions amount to? Nothing, nothing at all—the original demonstration remains. It still remains certain that Mr. Irving could not and therefore did not write the first five chapters of the work. The whole is evidently the production of one mind. If Washington Irving was not the author of these chapters, he was not the author of the work; consequently, "Quædæm demonstrandum," Diedrick Knickerbocker was, for it is admitted by all, that the question lies between them. My argument is therefore closed. The existence of Knickerbocker is proved—the true design of his work explained, and his fame vindicated and established. I had intended, indeed, to have given a narrative (derived from a most authentic source) of the circumstances and causes of his death (for many years have elapsed since he paid the last debt to nature) but I perceive in the outskirts of the assembly an incipient commotion that admonishes me to forbear; besides, the story, I own, is melancholy, and I would not throw a sudden gloom over the festivities of the day. Suffice it therefore to say, that Diedrick Knickerbocker is dead, but we survive to render at last, to his memory the honor it deserves, for I am sure there is none present who will now refuse to join me and with due reverence, in the tribute I mean to offer. I give you

"The memory of the Dutch Herodotus"—Diedrick Knickerbocker.

The reader can have no idea, upon calmly perusing the above, of the effect it produced, as his words flowed from the speaker, in the clear, convincing tones of a mellow and well modulated voice, and with an air of heartfelt sincerity, preserved in the last.

During Mr. Duer's singularly felicitous speech, which was frequently interrupted by the murmurs of applause which pervaded the room, as some exquisite touch of whim or humor would call out these marks of approbation, an incident occurred, which has since been the subject of much speculation. Many of the company, that they might not lose one word of an address, in which every word had point, had left their seats, and crowded towards the upper end of the room, and near the speaker. At the moment when he was describing the personal appearance of the Dutch Herodotus, and asking the Chairman, "Have you not seen that man, Sir?"—a strange figure, in an antique dress, appeared on the instant in the midst of the company. How he came there, whence he appeared, and why he did thus stare among them, none could tell. But there he stood,

The first European reader and admirer, be it said to the eternal honor, was Walter Scott; and this admiration was not confined to simply expressions, but to active services at a time when such services were not of real value. Such are the claims of services were not of real value. Such are the claims of Walter Scott to remembrance in the present generation; and here I would, as the lips without drawing that his name should pass in record of his meritorious deeds. All forth some tribute to his memory, and his work, however, who hear, are too far from being stimulated by such to require their admiration to be as efficient for any feeble praise as I can bestow. It is a character to say that, in the delineation of human life, the vivid not by cold and diffuse description, but by a few and a few delineation of thoughts, words and actions, he is singularly able. By such delineations, his instinctive life, and replete with vivid reality, he has enlarged the circle of our social circles, and brought us ac-

At these tables, Mr. President, are assembled not merely the friends and companions of Mr. Irving's early life, but distinguished and respected strangers from other countries, and distinguished magistrates, officers and citizens of our own land; among the former we recognize one who has presided over the deliberations of one of the most august assemblies of modern times (the Cortes of Spain) now prefers banishment among us to submitting to tyranny in his own land; another only lately in banishment among us, now elected to the Presidency of a powerful Republic in our hemisphere; this last is about to leave us to impart to our Southern American neighbors just ideas of our character, institutions; another, the first diplomatic representative of a new Kingdom (Belgium) which has for the last few months, indeed I may say for the last year, excited all our sympathies. Among the distinguished citizens of our own land, we recognize a patriotic Lieut. Governor of our State, and

him one who has ably and faithfully represented his adopted country, both abroad and at home; some who have fought the battles of the Revolution have gained for us that freedom and independence which are now our boast; others, in that second war of Independence (which commenced in 1812, and terminated in 1815) equalled the valor of our Sires, and nobly sustained the fabric of our free institutions, and I see with satisfaction almost a whole body of our judiciary, these judges who now administer the legal and equitable jurisdiction of this State with so much usefulness to the people and credit to themselves.

It appears to me proper, highly proper, Mr. President, to acknowledge and to record so far as may be in our power, that such distinguished individuals have been united with us (his early companions) in paying respect to our guest and friend, it is a tribute paid to literary merit, alike honorable to those who contribute for it and him to whom it is offered; it is a pure offering and on that account more worthy of estimation and most appropriately to be noticed. Under these impressions I propose the following toast—

“The distinguished Strangers and Citizens who have united with us in the tribute of respect to Washington Irving.”

REGULAR TOASTS.

1. *The President of the United States.*
2. *Literature, Commerce, and the Fine Arts—their union, the glory of our parent land—soon destined to adorn our own.*
3. *The Triumphs of Intellect, which even the vanquished rejoice to celebrate.*
4. *The Trio of Salmagundi:*
Aye, rare, rare fellows,
Full of quips and turns, and jests, and swift conceits,
Yet veiling still their mischievous intents
With most provoking gravity.
5. *The Pilgrim of Genius, who worships at distant shrines with incense from his domestic altar.*
6. *The Men of Genius in England—the associates and friends of our townsman.—They forgot he was not their countryman, they felt he was their brother.*
7. *Christopher Columbus and his Biography, the hero and the record, alike immortal.*
12. *Hume and Dugald Stewart—they also were members of an embassy—but all official dignity fades before literary renown.*

VOLUNTEER TOASTS

After the speech and toast of Col. Graham, the Rev. Dr. WAINWRIGHT requested that he might be permitted to offer a sentiment.

Mr. PRESIDENT.—In enumerating those who have assembled to do honor to the distinguished person to whom we rejoice to see amongst us, my worthy friend, who has just addressed you omitted to mention that profession of which I am an humble member. Knowing the respect and affection which he entertains for me, my much esteemed friend the Bishop of this diocese, who has just left us, and who so worthily represents that profession; I could not attribute this omission to any thing like design. We, certainly, as a class of men, have every reason to unite with our fellow citizens in doing honor to him whose return to his native city has called forth this expression of public feeling. And should any one demand the reason, it will be found in the sentiment which I beg leave to propose:—“Our distinguished Guest.—In all the pages which he has written for our instruction, amusement and delight, he has put forth no line which, dying, he would wish to blot!”

Mr. Graham briefly explained, that his omitting to notice the Right Reverend Gentleman, and the profession to which he belongs, was purely accidental.

Mr. Hong in a few appropriate remarks proposed the health of our countryman Mr. Newrox, who during his sojourn in Europe had been the warm personal friend of Mr. Javine and had by his talents done honor to our country.

Mr. Newton in reply said: I feel greatly honored by the compliment that is paid me in drinking my health, and by the obliging terms in which it has been proposed, especially so, in associating my name with one which I not only join with the world in honoring, but which is also endeared to me by long and close intimacy; accustomed as I am, however, to convey my impressions by another vehicle than that of language, I feel on this occasion particularly, how much the latter falls me in expressing my sense of this flattering distinction, and will therefore trust to the kindness which

confers it on me, to understand the gratified feelings with which it is received.

I have the honor, Gentlemen, to pledge you most cordially in return, and to wish you individually and collectively, all happiness and prosperity.

By Wm. Turner. *The Return of Rip Van Winkle*.—"Why sure enough it is Rip Van Winkle—it is himself! Welcome home again, old neighbor. Why were you here these twenty long years?"—[Sketch Book.]

Judge Irving being called on for a toast, said that his emotions were too strong to allow him to say anything on this occasion; but that he would give them—

"The feelings of the heart, which may be conceived, but cannot be expressed."

By the President. Our distinguished countryman, JAMES FENNIMORE COOPER, Esq.

Mr. CHARLES KING rose and said—

Called upon, Mr. President, for a toast, I cannot do better on this occasion of honor to literary renown, than to offer to you the name of one, a native of our city, who, by his talents as a writer, has illustrated both it and the gallant Navy to which he belongs. I refer, sir, to the author of *A Year in Spain*. Forbidden, happily forbidden, by the state of peace which exists among nations, from achieving glory in the shock of battles, that gentleman has sought it in the fields of literature—and the work I have named bears witness of his success. But it is not, Sir, for the merits of that work, eminent as they are, that I ask to add his name to the list of those whom we have to-day so freshly remembered; but because he is, in some degree, associated with our distinguished guest in that great work, which, in the Americas, at least, will, to the latest time, constitute his most lasting memorial—the *History of Columbus*. While that was in progress, Lieut. Slidell was in Spain, and joining Mr. Irving at the *Alhambra*, there labored with him in tracing the daring and perilous career of the Great Navigator over unknown seas. He is the unnamed young American officer—unnamed because his modesty refused permission to Mr. Irving to name him—to whom that gentleman acknowledges his obligation for much aid derived from his personal skill and experience, in reconciling difficult, and, oftentimes, contradictory accounts, respecting the course followed by Columbus in his voyages. He is, too, the writer of the clear and lucid critique, published in the Appendix to the Biography, particularly referring to the first voyage and the place where the Discoverer first landed in the new world. This critique, I venture to say, no one can read without being satisfied, notwithstanding the opinion of an eminent Spanish writer to the contrary, that Mr. Slidell has proved his case; and, aided by the advantage of having cruised much, and with intelligent attention, among the Bahama Islands, has established beyond dispute the precise spot of this Western World which first received Columbus. With these explanatory remarks, Mr. President, I beg to propose as a toast,

Lieutenant ALEXANDER SLIDELL, of the United States, who, with the skill of a sailor, and the taste of a scholar, has illustrated the voyages of Columbus.

By General Santander, the President of New Grenada. *The City of New York*. Distinguished by her commercial activity, honored by her patriotism, and illustrated by the writings of her intelligent son.

By Lieut. Gov. Livingston. A freeman's duty and a freeman's pride—To defend liberty, promote virtue, and honor genius.

By Chancellor Walworth. The triple emancipation of mind—From the bonds of ignorance and superstition, from the chains of civil despotism, and from the iron fetters of moral degradation.

By General Scott. *The Republic of Letters*. The only one which gives to its members a passport to all countries and to all hearts.

By Com. Chauncey. The memory of Washington.

By William A. Duer. The memories of Addison and McKim—More strongly associated through the medium of that living author who combines their excellences.

By Mr. Handy. Our Countrymen, Washington Irving, like the great original whose immortal name bears, has won for his country unfading laurels, which will be transmitted from sire to son until the last hour of recorded time.

By a gentleman—Charles R. Leslie. The friend

of our friend, How increasing the ties which bind them to each other! those of a Common Country a kindred genius and a pure and elevated fame.

By M. M. Noah—"The Dutchman's Fireside" and its able and patriotic Author.

By P. N. Wetmore—"The author of *Thanatopsis* and the *Ages*—The favorite judgment of his own countrymen has been sustained by the unanimous verdict of foreign criticism.

By Mr. Sullivan—Our distinguished Guest—may he also be distinguished for founding the Irving Literary Fund for the honor of his country.

By Mr. Jas. Lawson—"Samuel Rogers, the Poet and Banker—the friend and admirer of American Literature; to whom our Guest dedicated a volume of one of our most distinguished poets.

By Charles de Behr—"Holland and Belgium"—May they soon be united by the tie of friendship, and father and son never contend in opposite ranks.

Mr. JESSE HOYT said he should not have obtruded himself upon the attention of this assembly, if the President had not honored him by a call for a toast. He had expected that some one more entitled to command attention than he felt himself to be, would have alluded to one of our citizens now abroad in a public station, and who was honorably connected with the literary character of the age and of his country. He alluded to Mr. Wheaton, who is a ripe scholar, and one who, like the distinguished individual we had met to honor, had searched the archives of a distant country to add to the literary reputation of his own. He would therefore offer to the company the name of—

HENRY WHEATON—the accomplished author of the *Northmen*.

By Judge Hoffman. *Louis McLane*, the friend to our Guest—Endeared to his country by his public virtues, and equally distinguished for his private worth in all the relations of domestic life.

By Jas. K. Paulding. Old times, old friends, and old associations.

By Le Ray de Chaumont. *James Madison*—Equally conspicuous in Literature, Agriculture, and Politics.

By Vice Chancellor McCoun. *Our Countrymen*—Alike distinguished at home or abroad.

By a Guest. *General Lafayette*.

By Ogden Hoffman. The only useful Absentee—Who gathers the intellectual treasures of other lands, to embellish and adorn his own.

By J. W. Francis. *Columbus and Irving*—The one made known the new world; the other its genius.

By ———. The memory of Anthony Bleecker, one of the companions of Washington Irving.

By Mr. Genet. The last good luck of Columbus, his late historian.

By Wm. A. Mercein. *Washington Irving*—The illustrious hero whose name he bears, and to which he does honor, achieved the liberty and secured the prosperity of his country; our distinguished guest, has by his genius and virtues, shed a lustre on the literature and exalted the name of America, in the estimation of mankind.

By a Gentleman. *Gulian C. Verplanck*, a laborer in the same vineyard with our Guest.

By Capt. De Poyster. "*Jonaikan Oldstyle*" put to sea with fame at his mast-head—his Biographer comes into port under the broad pennant of immortality.

By W. P. Hawes. *William C. Bryant*—A kindred spirit of our Irving—their names are hallowed up in the same book.

By William Leggett. *Jas. Fennimore Cooper*.

By Wm. H. Maxwell—May the homage this night rendered to genius and literary attainments, prove an incentive to the rising youth of our country.

By J. Watson Webb. Our countryman, CHARLES ROBERT LESLIE—Like our distinguished guest, the productions of his genius during a long residence abroad, have done honor to the land of his fathers.

Mr. PRICE in offering his toast remarked that he should not attempt to dwell on all the topics which had been so skillfully addressed to our distinguished guest. There was one, however, of which we might be permitted to speak in his presence. During his residence abroad, he constructed his *History of Columbus*—that link which connects the history of the old world with that of the new.

His execution of this great work, was the offering of filial duty and the monument of unfading glory to his country. It stands unparalleled amidst the efforts of men upon that theme, during three hundred years; and it is now, and will be, the elementary work in the teaching of American History throughout the world. I offer you Mr. President:

The History of Columbus—A filial offering of the author to his native land.

TWENTY-SECOND CONGRESS—1st Session.

Wednesday, May 30.

In the Senate, Mr. Kane laid on the table a resolution instructing the committee on military affairs to inquire into the expediency of disbanding part of the military force of the United States, and substituting mounted men for the defence of the frontier against the incursions of the Indians. The Chair communicated a report from the Secretary of the Treasury, in reply to a resolution of Mr. Haynes, containing a statement of the gross amount of exports and imports for certain years, which was ordered to be printed. Mr. Dallas presented a memorial from citizens of Philadelphia against the discriminations reported by the committee on manufactures between silks imported from beyond the Cape of Good Hope and from Europe, and the proceedings of a meeting of the friends of the protective system in Philadelphia; which was ordered to be printed.

On motion of Mr. Graddy, the Senate then proceeded to the consideration of Executive business.

In the House of Representatives, after some ordinary business, the House went into committee of the whole on the state of the Union, and proceeded to the consideration of the following bills, viz: the bill authorizing the construction of Naval Hospitals at Charlestown, Mass., with an appropriation therefor of 26,000 dollars; at Brooklyn, an appropriation of 20,000; and at Pensacola, 30,000 dollars. Mr. Branch remarked, that the necessity that existed for the construction of these several Hospitals was so obvious, he was unwilling to take up their time in advocating them; he would however state, that the Navy was almost wholly destitute of such accommodation, which it much needed.

Mr. Watmough, in support of this bill, read an extract from a report made by the Secretary of the Navy, and others. The bill was then laid aside. A bill to provide for the completion of the Naval Hospital at Norfolk, 31,000 dollars, and for six months, 60,000 dollars; and for the Naval Asylum at Philadelphia, 27,000 dollars was next taken up and laid aside.

A bill appropriating a sum not exceeding 20,000 to carry into effect the act to provide for a survey of the coast of the United States was next taken up.

Mr. Ward of New York, inquired if it was the intention of the act to revive the bill of 1867, which provided for a trigonometrical survey; if so, he apprehended it could not be accomplished, unless an enormous expenditure, sooner than fifty years. He was opposed to such a plan, but would support any survey that might be proposed at less expense, and which would be made by chronometers. The bill was then laid aside.

A bill to provide for tanks for the use of the Navy, appropriating 131,795 dollars.

The bill to provide for constructing two steam batteries.

The bill to provide for paying certain arrears for surveys by naval officers, with an amendment on motion of Mr. White, of N. Y. appropriating 487 dollars for the payment of Lieut. Wilkie.

The bill making appropriations for the rebuilding of the frigate Java and the sloop Cyane.

The bill making appropriation of 17,500 dollars for the erection of a building for the Mint Establishment at Philadelphia.

The bill to finish the rebuilding of the frigate Macedonian.

The bill for the regulation of the Navy, and privateer pension, and Navy Hospital Funds.

The bill appropriating 300 dollars for the removal and erection of the Naval Monument; were severally gone through and agreed to, in committee of the whole; after which the Committee rose, and reported the bills, as amended, to the House.

The residue of the day, was occupied by Mr. Appleton in reply to Mr. McDuffie.

Thursday, May 31.—In the Senate, Mr. Kane's resolution for inquiring into the expediency of disbanding a portion of the Army, and substituting therefor mounted men, was adopted. After some ordinary business the discussion on the Bank of the United States was resumed, and continued until the adjournment.

In the House of Representatives, the Revolutionary Pension Bill from the Senate was read a third time, and by virtue of the previous order, passed without a division, so that the President's signature of the President's only wants the signal of the President to become a law. The National Intelligencer states the substantial provisions of the bill.

It provides that each of the surviving officers, soldiers, and Indian spies, who served in the continental line, &c. State troops, volunteers, or militia, at one or more terms, a period of two years, during the war of the Revolution, and who are not entitled to any benefit under the act of the fifteenth day, 1828, be authorized to receive the amount of full pay, according to his rank, but not exceeding, in any case, the pay of a captain; such pay to commence from the 4th day of March, 1831, and continue during his life; and that any such officer or private, who served in the continental line, State troops, volunteers, or militia, a term or terms in the whole less than the above period, but not less than six months, shall be authorized to receive, during his life, each, according to his term of service, an amount, bearing such proportion to the annuity granted to the same rank for the service of two years, as his term of service did to the term aforesaid; to commence from the fourth day of March, 1831.—[Globe.]

The remainder of the day was spent on the Tariff. Bouldin, of Va., occupying the floor.

Friday, June 1.

The Senate the bill to release the title of Fort Mifflin, in the harbor of New York, was ordered third reading.

Mr. Benton submitted a resolution directing the Secretary of the Treasury to lay before the Senate the returns of the Bank of the United States for the last month.

The bill to modify and renew the charter of the Bank of the United States was taken up, Messrs. Dudley, and Benton spoke in opposition to amendment, and Mr. Sprague in support.

The question was then taken on Mr. Sprague's motion to strike out the amendment proposed by Moore, giving the States the power to tax the shares of the Bank and decided in the affirmative. The yeas and nays were—

Yeas—Bell, Buckner, Clay, Clayton, Dallas, F. Foot, Prellinghuysen, Hendricks, Holmes, Johnston, Knight, Naudain, Poindexter, Prentiss, Ragsdale, Seymour, Silsbee, Smith, Sprague, Tomlinson, Waggaman, Webster, Will—26.

Nays—Messrs. Benton, Bibb, Brown, Dickerson, Ely, Ellis, Grundy, Hayne, Hill, Kane, King, Mangum, Marcy, Miller, Moore, Robinson, Tazewell, White—48.

The question being taken on Mr. Sprague's motion to insert the provision that the bonus received by the Bank shall be distributed among the several States according to their representative population, it was decided in the affirmative as follows:

Yeas—Messrs. Bell, Buckner, Clay, Clayton, Dickerson, Ewing, Foot, Prellinghuysen, Hendricks, Holmes, Johnston, Knight, Naudain, Robbins, Ragsdale, Seymour, Silsbee, Sprague, Tipton, Tomlinson, Waggaman, Will—25.

Nays—Messrs. Benton, Bibb, Brown, Dudley, Grundy, Hayne, Hill, Kane, King, Mangum, Miller, Moore, Poindexter, Robinson, Tazewell, White—19.

Mr. Bibb offered, as amendments, three additions to the bill, requiring that the President of the Bank and the Branches and one half of the directors shall be appointed by the President; that the advice and consent of the Senate; that the Bank shall not receive more than 5 per cent. interest; and that it shall not be necessary for the President and Directors to hold stock in the Bank. A motion was debated at some length, but was decided.

The House of Representatives—after the hour of discussion resolutions, which was occupied by R. H. Johnson on Mr. Whittlesey's motion investigating the concerns of the post office—the proposition Friday to private business was decided on motion of Mr. McDuffie; when after rising in the amendments of the Senate to the Indian annuities, &c., the House went into session on the Tariff.

Boulton resumed his speech, which he continued after speaking about an hour. Mr. Pendleton stated his views upon the constitutional principles involved in the question.

On, after a few remarks by Messrs. Adams and Ford, the question was taken on the motion to the first section out of the bill reported from the Committee on Ways and Means, which was carried—yeas 31, nays 41.

Adams moved the committee take up and con-

sider the bill to alter and amend the several acts imposing duties on imports, which was agreed to.

Mr. A. requested the bill might be read by sections. It was a bill consisting principally in details.

Mr. Ithie moved an amendment relative to the duty on wire, which was briefly discussed by Messrs. Denny, Ellsworth, Burd, J. Reed, McDuffie, and Ithie, when, without taking the question, Mr. Stewart moved the committee rise, which was carried—yeas 70, nays 57.

Saturday, June 2d.

In the Senate, a number of private bills were passed, and sundry memorials presented from Philadelphia, Vermont, and other places, remonstrating against the proposed alteration in the Tariff; a number of private bills, and a bill to reconvey the title of the United States to Fort Gansevoort, in New York, were read a third time and passed.

The Senate then proceeded in committee, to consider the bill to renew the charter of the Bank of the United States.

The amendments offered by Mr. Benton of Missouri, were severally advocated by him at length, and after considerable debate on each of them, the question was taken by yeas and nays on the sections, in the amendments, *seriatim*, viz:

The first proposed by Mr. B. was—to repeal so much of the charter as restricted any future Congress from granting charters of incorporation to other banking companies: It was rejected, yeas 16, nays 26.

The second—that no member of Congress, or officer of the Federal Government, or Alien, shall hold any stock in the bank: Rejected, yeas 6, nays 35.

The third—that the stockholders should be liable in their individual and private capacity to the amount of their stock, if the bank should refuse to pay its notes, &c., in specie: Rejected, yeas 11, nays 33.

The Fourth—that the Bank shall not issue any currency, which shall not be payable on demand, at the Branch Bank, where first issued—and subject to the penalties resided in the 17th section of the Charter: Rejected, yeas 17, nays 27.

An amendment was then proposed by Mr. Marcy, of N. Y. that Congress should not be diverted of the power to alter or repeal this act, at the expiration of the present Charter of the Bank, rejected—yeas 15, nays 29: after which,

Mr. Tazewell, of Va. proposed an amendment, in substance, to limit the charter to "ten years" instead of fifteen, as in the bill; on which an animated debate arose; but the amendment was finally rejected—yeas 20, nays 27—and on motion of Mr. Webster the committee then rose and reported the bill as amended!

In the House of Representatives, on motion of Mr. Russell, a resolution was adopted that the House should meet for despatch of business henceforth at 10 o'clock, A. M.

A motion of Mr. Craig, to suspend the rule of the House, to enable him then to offer a resolution to fix a period when the House should adjourn, was rejected—yeas 78, nays 80. [It required two-thirds.]

Mr. Stuart of Penn., submitted some amendments (in substance the same as offered in the Senate by Mr. Dickerson) which he proposed to move as a substitute for the bill of Mr. Adams, now under discussion, in relation to the Tariff. Mr. Doubleday of N. York, also submitted some amendments with the like object. A number of memorials from Pennsylvania, Vermont and other places were presented, remonstrating against the bill.

The resolution of Mr. H. Everett, with the amendment of Mr. Whittlesey, of Ohio, coming up, Mr. Root, in order to cut off debate and the amendment called for the previous question, which was sustained; but before any vote could be taken on the main question, the House proceeded to the order of the day, and went into committee on various bills in relation to the several territories with which they were occupied; and they finally rose and reported them, with amendments; and they were then concurred in by the House, and ordered to be engrossed for a third reading. One of them, granting one thousand acres of land for the erection of a court house and jail at Little Rock, Arkansas, was read a third time and passed.

The bill to establish the Wisconsin Territory was amended, and an extension of boundary given, and the name designating it "the Huron Territory" was, after considerable debate, adopted.

Monday, June 4th.

In the Senate, the Chair communicated a Report from the Secretary of the Treasury, transmitting the monthly returns of the United States Bank for the months of April and May.

Bank of the United States.

The bill to modify and continue the act to incorporate the subscribers to the Bank of the United States was taken up as the unfinished business, the question being on concurring in the amendments made in the Committee of the Whole.

The amendment striking out the third section, was taken up, and Mr. Hayne stated that when the subject was before the Committee, it determined so to frame the bill as to check a practice which had of late grown up, of issuing orders as currency, and of issuing notes at one place payable at another. But the bill as reported, and as it now stands, after the amendments adopted, would not effect that object. The third section provides that the Bank shall not issue any note or notes of a less denomination than fifty dollars payable at any other than the place of issue, "except the same be at the wish of the person or persons to whom the bill is made payable." Mr. Hayne with a view to make the restriction practical, proposed to retain the third section, striking out the exception in the last clause, and restoring the fourth section to its original form.

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Mr. Webster proposed to effect the object to add to the second section, words prohibiting the Bank from issuing bills, checks or drafts as currency.

The amendment striking out the third section, was disagreed to, and the last clause of the section was stricken out as proposed by Mr. Hayne.

The amendment allowing five years as the time within which the Bank may dispose of its real estate, was agreed to; also the amendment requiring that there shall not be more than two branches in any one State.

The amendment requiring the Bank to pay, as a bonus, \$150,000 a year, for fifteen years, being under consideration; Mr. Bibb moved to substitute for it, a provision that the Bank shall not receive more than five per cent. interest.

Upon this motion, after discussion, without taking the question, on motion of Mr. Holmes, the Senate adjourned.

In the House of Representatives, after the journal was read, Mr. Pendleton resumed the discussion of the petition which he presented on Monday last, relative to the release of the missionaries confined in the Georgia Penitentiary. The subject, he said, did not necessarily involve the important and delicate points raised by our Indian relations. The real question referred only to the fair and legitimate extent of the jurisdiction of the Supreme Court of the United States. The motives under which these missionaries had acted in transactions for which they were now confined had nothing to do with the subject.

Whether they were fanatics or not, was a point of no importance. He would, however, remark that the cause of civil liberty was more indebted to ecclesiastical persons than to any other class of individuals. English liberty was more indebted to Hooker and Chillingworth, than to Hampden or Sidney. Why should these missionaries be denied the release to which they were adjudged to be entitled by the decision of the Supreme Court? Mr. P. went into an extensive assertion of the constitutional supremacy of the General Government over the governments of the respective States, in favor of which doctrine he quoted numerous opinions and arguments, and contended that the judicial power of the United States was co-extensive with its Legislative.

The appellate jurisdiction of the Supreme Court was unquestionable in civil cases, circumstances as this was—he denied that any grounds of exception existed in favor of criminal cases. It was the duty of the House to relieve the jurisdiction of the Supreme Court from the difficulty that had been interposed by the 14th Section of the Judiciary act, which excepted all who were imprisoned by the sentence of a State Court from the power of a writ of Habeas Corpus emanating from any Judge of the United States Courts. He proposed the effort to give the Supreme Court power to execute its own judgment, and to repeal so much of the Judiciary act as related to sending a mandate to a State Court—as it could not have been anticipated, that a State Court by the trick of refusing to record the mandate, could avoid the obligations of obeying it. He therefore moved the instructions, the substance of which was given in our paper of the 29th ult.

Mr. Foster rose and commenced a reply to Mr. Pendleton, but gave way to a motion by Mr. Clay,

to postpone the discussion till Monday next, which was agreed to.

The House then proceeded to the Orders of the Day.

The bill for the improvement of certain harbors and the navigation of certain rivers, was then taken up.

The question before the House was the motion of Mr. Polk to strike out the first section of the bill.

Upon this motion a spirited debate arose, when the question was taken and the motion lost—yeas 72, nays 101.

The question of concurrence with the amendments made in Committee of the Whole, was then taken, and they were severally carried.

The question was then taken on the engrossment of the bill, which was carried—yeas 102, nays 74.

So the bill was ordered to be engrossed for a third reading.

Mr. McDuffie moved to suspend the rules of the House to enable him to move the postponement of bills on the table in order that the discussion upon the Tariff might proceed; the motion was lost—yeas 106, Nays 57—(not two-thirds).

The act, from the Senate, to provide for the liquidation of certain claims of the State of Virginia, was taken up, when, without taking the question, the House adjourned.

Tuesday, June 5.

In the Senate, Mr. King, from the Committee on Public Lands, reported the bill from the House to establish Land Districts in Arkansas, with an amendment.

The bill supplementary to the act to promote the progress of the useful arts, and the bill to amend the act for the relief of the purchasers of Public Lands, which have reverted for the non-payment of the purchase money, passed May 23d, 1828, were ordered to be engrossed and read a third time.

On motion of Mr. Benton, the Bank returns for April and May, received from the Treasury, were ordered to be printed.

Mr. Benton laid on the table a resolution calling on the Secretary of the Treasury to report the whole amount of branch bank orders which have been issued, and for what years, and from what branches.

The following bills were taken up, and laid on the table:—

A bill to abolish the duty on Alum Salt.

A bill making appropriation for the employ of additional clerks in the Surveyor General's office in Missouri.

A bill granting a township of land to each of the states of Illinois, Missouri, Indiana, Mississippi, and Alabama.

[This bill was amended by adding Ohio and Louisiana, and other amendments were pending.]

A bill granting lands to the states of Missouri, Mississippi, and Louisiana, for the purposes of Internal Improvement.

The Senate then proceeded to consider the bill to modify and continue the act to incorporate the subscribers to the Bank of the United States. The question being on the motion to reduce the rate of interest to five per cent., a considerable discussion took place which continued until the adjournment.

In the House of Representatives, Mr. Vance presented a memorial from a number of officers of the army, remonstrating against the bill which has been reported, going to deprive them of their right to brevet rank. Referred to the committee on military affairs.

Mr. Watmough reported a bill from the committee on naval affairs, further to extend the pension heretofore granted to the widows of seamen who were killed, or who died in the naval service; which was read twice—and the question being on the engrossment of it for a third reading, the bill was referred to the committee of the whole on the state of the Union.

Mr. Ellsworth reported a resolution from the committee on the judiciary for regulating the payment to be given to witnesses called in to attend before this House or any of its committees. The resolution proposes to allow to each witness two dollars per diem, and ten cents per mile for the expenses of going and returning, but no return mileage to be allowed to witnesses subpoenaed at the place of their attendance; and the resolution was agreed to.

The bill for the liquidation of certain claims of Virginia coming up for a third reading, Mr. J. S. Barbour moved that its further consideration should be postponed until Thursday week; which was agreed to.

The bill from the Senate to enable the Secretary of War to release the title of the United States to Fort Gansevoort in the harbor of New-York; and

the bill to release from duty, iron prepared for, and actually laid on, railways or inclined planes, were severally read twice, and referred.

The bill to incorporate the St. Francis Road Co. coming up for a third reading, Mr. Clay moved that it be postponed until Thursday week, in order to take up the Tariff bill. Mr. Sevier complained that any delay should be given to this bill, which, he said, was of more importance to Arkansas than fifty Tariff bills. There was yet very little time allowed for any hope to have it passed through the Senate, after passing this House. If it was longer delayed, and until the discussion on the Tariff closed, in all likelihood they would have Black Hawk making his inroads into the Territory, unopposed. The citizens of Arkansas wanted a good road, to enable them to assemble on the frontiers, for their defence against these incursions of the Indians, &c. Mr. Clay said he would give up the whole Territory of Arkansas, at any time to have a final disposition made of the Tariff.

The question on postponing the bill until Thursday week was then carried: Yeas 88, Nays 74.

Mr. Sutherland desired to have such bills as were lying on the Speaker's table for a third reading, and which would not occasion any debate, taken up, but

Mr. Clay objected thereto, and moved the suspension of the rule, with a view to go into the consideration of the bill in relation to the Tariff. The motion prevailed—Yeas 134, Nays 30.

The House then, on motion of Mr. Irvin, went into Committee of the Whole on the state of the Union, Mr. Speight in the Chair, and took up the bill from the Committee on Manufactures, on the subject of the Tariff; and the question being on the amendment proposed by Mr. Horn in reference to the duties on wire.

Mr. Drayton addressed the House at length in a very conciliating speech, directed to enforce the necessity of a compromise; and after a debate of some length, upon motion of Mr. Watmough, the Committee rose.

Mr. Carr moved a reconsideration of the vote by which the harbor bill had been postponed until Thursday week.

The question on reconsideration was then taken, and decided by yeas and nays—yeas 101, nays 75.

On the main question, Mr. Thompson of Georgia, demanded the yeas and nays—they were ordered, and the question being, shall the bill pass? it was decided by yeas and nays—yeas 95, nays 67.

So the bill was passed, and sent to the Senate for concurrence. Adjourned.

UNITED STATES BANK.—The following extract is part of the report of the proceedings of the Senate at Washington, during the Bank Debate:

"Mr. Tazewell inquired if he had understood the Senator from Massachusetts correctly, as entertaining doubts of the power of the States to create State Banks?"

"Mr. Webster replied that it was now too late to question a power which had been acquiesced in by the different branches of the Federal Government for these forty years. But if the question had been originally put to him before such acquiescence, he should have expressed great doubts on the subject. He then referred to the clauses of the Constitution which prohibit the States from coining money, and reserve to the United States the exclusive power of regulating the currency, and making issues of gold and silver; and inferred, that, if the Constitution thus cautiously excluded the States from issuing a metallic currency, it never intended that they should authorize the issue of that which is a representative of the metallic currency. The States had been indulged with the power of creating banks for forty years, and now they demanded to make that power exclusive, and to tax the branches of the United States Bank established in their limits, for the purpose of establishing a uniform currency.

"Mr. Forsyth asked if he had understood the Senator from Massachusetts as stating that the States had the right to tax such of their citizens as held stock in the United States Bank, on account of that stock?"

"Mr. Webster replied in the affirmative.

"Mr. Forsyth replied that if that was the case, how was it contended that the 8-14 millions of stock held by foreigners were to be considered as not liable to taxation?"

"Mr. Webster replied that, by the covenants of nations, the property of foreigners was held free from taxation. Why did we not tax the loans of the Bankers to the Ohio Canal, or the Holland loan to the Chesapeake and Ohio Canal, or the Pennsylvania

loan. It is the understanding between nations not to tax private property in peace, or to confiscate in war. We may hold stock in the funds of Great Britain, but we are not liable to taxation for the stock."

Brown University.—The Hon. Nicholas Brown of Providence, with great liberality, has resolved to erect at his own expense, another college edifice of brick to embrace a Chapel, Library, Philosophic Hall, Lecture Rooms, &c. as we learn from the Rhode Island papers. It is to be three stories high and a basement 86 feet long and 42 wide. It will be placed in the front yard of the College on the south side. A subscription has also been commenced, for raising twenty-five thousand dollars to constitute a permanent fund—the proceeds to be annually appropriated to the purchase of books for the library, and of philosophical and chemical apparatus. To this fund, Mr. Brown has subscribed ten thousand dollars. Another gentleman of Providence has subscribed one thousand dollars.—[Daily Advertiser.]

INDIAN HOSTILITIES.—The Missouri Republican of 22d ult. furnishes the following particulars of the defeat of the Illinois militia by the Indians:

"On Monday, the 14th, the detachment met a small party of Indians and killed two, and made two others prisoners. They continued their route, encamped for the night in an advantageous position—a dense wood, surrounded by prairie. Almost as soon as they had dismounted, turned their horses loose and commenced preparations for supper, a small party of Indians appeared in the neighborhood of the encampment, bearing with them a white flag. Captain Eades, with a few men, was sent out to meet them, when the Indians commenced a precipitate retreat. This officer being acquainted with the Indian mode of warfare, and suspecting an ambush, followed them as far as he deemed prudent, and then ordered his men to fall back upon the main party. Although it was nearly dark, the whole detachment had been ordered to re-mount, and were met upon the route by the men who were returning. The pursuit was conducted without any regard to discipline, and had continued for several miles, the Indians receding as the troops advanced, until they had decoyed them across Sycamore creek as it is called in the proclamation. This they did in disorder, and each man successively reached it. Being thus decoyed into the midst of the main body of the Indians, and without being allowed to form, hostilities were commenced. The Indians showing themselves on every quarter, mounted and armed. They commenced the attack with their guns, and after firing them resorted to the use of tomahawks and knives. As soon as their desperate situation was known, Maj. Stillman ordered a retreat across the creek, after an ineffectual fire at the enemy. The savages followed close upon them. No time was allowed for them to form on the opposite bank of the creek. A company under the command of Captain Adams, of Tazewell county, who were in the rear, endeavored to make a stand against them and fought with desperation. About half of the militia are thought to have belonged to this company. The battle was fought by moonlight, in an open prairie, and the pursuit was kept up for ten or twelve miles. The survivors began to arrive at Dixon's Ferry about one o'clock in the morning; and after a sufficient time elapsed, the next day, for them all to have come in, the roll was called and fifty-two were found to be missing. A few of those who escaped were wounded, and many had their hats and clothes perforated with bullet holes. Some of the savages were killed, but the number could not be ascertained. Various estimates are given of the strength of the Indians; the number is probably between 12 and 1500 warriors. By this victory they obtained possession of the horses of the slain, and of the camp equipage, blankets, ammunition, and provisions of the routed militia; and are, moreover, encouraged to further hostilities by the propitious omen of a first victory.

LATER.—We have counter and less disastrous reports by a short steamboat passage from Galena. It was reported there, by persons who were in the engagement, that 25 or 27 men, only, were killed. In the other particulars, the above details are nearly correct. Business was entirely suspended at Galena, and the families in the surrounding country were moving in for protection. As proof of the rapidity with which the Indians traverse the country, it is stated, that a runner from Black Hawk and his allies, bearing to the Missouri Indians news of the defeat of the militia, arrived at the Des Moines Rapids twenty-four hours before the express sent by Gen. Reynolds.

"It provides that each of the surviving officers, soldiers, and Indian spies, who served in the continental line, &c. State troops, volunteers, or militia, at one or more times, a period of two years, during the war of the Revolution, and who are not entitled to any benefit under the act of the fifteenth ay, 1828, be authorized to receive the amount of full pay, according to his rank, but not exceeding, in any case, the pay of a captain; such pay to commence from the 4th day of March, 1831, and continue during his life; and that any such officer private, who served in the continental line, State troops, volunteers, or militia, a term or terms in the less than the above period, but no less than months, shall be authorized to receive, during life, each according to his term of service, an amount, bearing such proportion to the annuity granted to the same rank for the service of two years, as his term of service did to the term aforesaid; to commence from the fourth day of March, 1831.—[Globe.]

The remainder of the day was spent on the Tariff. Bouldin, of Va., occupying the floor.

Friday, June 1.

The Senate the bill to release the title of Fort Gevoort, in the harbor of New York, was ordered third reading.

Mr. Benton submitted a resolution directing the clerk of the Treasury to lay before the Senate returns of the Bank of the United States for the last month.

The bill to modify and renew the charter of the Bank of the United States was taken up, Messrs. Dudley, and Benton spoke in opposition to amendment, and Mr. Sprague in support.

The question was then taken on Mr. Sprague's motion to strike out the amendment proposed by Moore, giving the States the power to tax the shares of the Bank and decided in the affirmative. Yeas:—

Yeas:—Bell, Buckner, Clay, Clayton, Dallas, Ogden, Foot, Frelinghuysen, Hendricks, Holmes, Johnston, Knight, Naudain, Poinexter, Prentiss, Rogers, Seymour, Silsbee, Smith, Sprague, Tomlinson, Waggaman, Webster, White, 26.

Nays:—Messrs. Benton, Bibb, Brown, Dickerson, Ellis, Grundy, Hayne, Hill, Kane, King, Mangum, Miller, Moore, Robinson, Tazewell, White, 18.

The question being taken on Mr. Sprague's motion to insert the provision that the bonus received by the Bank shall be distributed among the several States according to their representative population, it was decided in the affirmative as follows:—

Yeas:—Messrs. Bell, Buckner, Clay, Clayton, Dickerson, Ewing, Foot, Frelinghuysen, Hendricks, Johnston, Knight, Naudain, Prentiss, Rogers, Seymour, Silsbee, Smith, Sprague, Tipton, Tomlinson, Waggaman, White, 25.

Nays:—Messrs. Benton, Bibb, Brown, Dudley, Grundy, Hayne, Hill, Kane, King, Mangum, Miller, Moore, Poinexter, Robinson, Tazewell, White, 19.

Mr. Bibb offered, as amendments, three additions to the bill, requiring that the President and the Branches and one half of the directors shall be appointed by the President on the advice and consent of the Senate; that the Bank shall not receive more than 5 per cent. interest; and that it shall not be necessary for the President and Directors to hold stock in the Bank.

The motion was debated at some length, but was rejected.

The House of Representatives—after the hour of adjournment—resumed its session, which was occupied by Mr. M. Johnson on Mr. Whittlesey's motion, regarding the concerns of the post office—the appropriation of Friday to private business was decided on motion of Mr. McDuffie; when after trying in the amendments of the Senate to the Indian annuities, &c., the House went into session on the Tariff.

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Adams moved the committee take up and consider the bill to alter and amend the several acts imposing duties on imports, which was agreed to.

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Upon this motion, after discussion, without taking the question, on motion of Mr. Holmes, the Senate adjourned.

In the House of Representatives, after the journal was read, Mr. Pendleton resumed the discussion of the petition which he presented on Monday last, relative to the release of the missionaries confined in the Georgia Penitentiary. The subject, he said, did not necessarily involve the important and delicate points raised by our Indian relations. The real question referred only to the fair and legitimate extent of the jurisdiction of the Supreme Court of the United States. The motives under which these missionaries had acted in transactions for which they were now confined had nothing to do with the subject. Whether they were fanatics or not, was a point of no importance. He would, however, remark that the cause of civil liberty was more indebted to religious persons than to any other class of individuals. English liberty was more indebted to Hooker and Chillingworth, than to Hampden or Sidney.

Why should these missionaries be denied the release to which they were adjudged to be entitled by the decision of the Supreme Court? Mr. P. went into an extensive assertion of the constitutional supremacy of the General Government over the governments of the respective States, in favor of which doctrine he quoted numerous opinions and arguments, and contended that the judicial power of the United States was co-extensive with its Legislative. The appellate jurisdiction of the Supreme Court was unquestionable in civil cases circumstanced as this was—he denied that any grounds of exception existed in favor of criminal cases. It was the duty of the House to relieve the jurisdiction of the Supreme Court from the difficulty that had been interposed by the 14th Section of the Judiciary act, which excepted all who were imprisoned by the sentence of a State Court from the power of a writ of Habeas Corpus, emanating from any Judge of the United States Courts. He proposed the House to give the Supreme Court power to execute its own judgment, and to repeal so much of the Judiciary act as related to sending a mandate to a State Court—as it could not have been anticipated, that a State Court by the trick of refusing to record the mandate, could avoid the obligations of obeying it. He therefore moved the instructions, the substance of which was given in our paper of the 29th ult.

Mr. Foster rose and commenced a reply to Mr. Pendleton, but gave way to a motion by Mr. Clay,

to postpone the discussion till Monday next, which was agreed to.

The House then proceeded to the Orders of the Day.

The bill for the improvement of certain harbors and the navigation of certain rivers, was then taken up.

The question before the House was the motion of Mr. Polk to strike out the first section of the bill. Upon this motion a spirited debate arose, when the question was taken and the motion lost—yeas 72, nays 101.

The question of concurrence with the amendments made in Committee of the Whole, was then taken, and they were severally carried.

The question was then taken on the engrossment of the bill, which was carried—yeas 102, nays 74.

So the bill was ordered to be engrossed for a third reading.

Mr. McDuffie moved to suspend the rules of the House to enable him to move the postponement of bills on the table in order that the discussion upon the Tariff might proceed; the motion was lost—yeas 106, Nays 57—(not two-thirds).

The act, from the Senate, to provide for the liquidation of certain claims of the State of Virginia, was taken up, when, without taking the question, the House adjourned.

Tuesday, June 5.

In the Senate, Mr. King, from the Committee on Public Lands, reported the bill from the House to establish Land Districts in Arkansas, with an amendment.

The bill supplementary to the act to promote the progress of the useful arts, and the bill to amend the act for the relief of the purchasers of Public Lands, which have reverted for the non-payment of the purchase money, passed May 23d, 1828, were ordered to be engrossed and read a third time.

On motion of Mr. Benton, the Bank returns for April and May, received from the Treasury, were ordered to be printed.

Mr. Benton laid on the table a resolution calling on the Secretary of the Treasury to report the whole amount of branch bank orders which have been issued, and for what years, and from what branches.

The following bills were taken up, and laid on the table:—

A bill to abolish the duty on Alum Salt.

A bill making appropriation for the employ of additional clerks in the Surveyor General's office in Missouri.

A bill granting a township of land to each of the states of Illinois, Missouri, Indiana, Mississippi, and Alabama.

[This bill was amended by adding Ohio and Louisiana, and other amendments were pending.]

A bill granting lands to the states of Missouri, Mississippi, and Louisiana, for the purposes of Internal Improvement.

The Senate then proceeded to consider the bill to modify and continue the act to incorporate the subscribers to the Bank of the United States. The question being on the motion to reduce the rate of interest to five per cent., a considerable discussion took place which continued until the adjournment.

In the House of Representatives, Mr. Vance presented a memorial from a number of officers of the army, remonstrating against the bill which has been reported, going to deprive them of their right to brevet rank. Referred to the committee on military affairs.

Mr. Watmough reported a bill from the committee on naval affairs, further to extend the pension heretofore granted to the widows of seamen who were killed, or who died in the naval service; which was read twice—and the question being on the engrossment of it for a third reading, the bill was referred to the committee of the whole on the state of the Union.

Mr. Ellsworth reported a resolution from the committee on the judiciary for regulating the payment to be given to witnesses called in to attend before this House or any of its committees. The resolution proposes to allow to each witness two dollars per diem, and ten cents per mile for the expenses of going and returning; but no return mileage to be allowed to witnesses subpoenaed at the place of their attendance; and the resolution was agreed to.

The bill for the liquidation of certain claims of Virginia coming up for a third reading, Mr. J. S. Barbour moved that its further consideration should be postponed until Thursday week; which was agreed to.

The bill from the Senate to enable the Secretary of War to release the title of the United States to Fort Gansevoort in the harbor of New-York; and

the bill to release from duty, iron prepared for, and actually laid on, railways or inclined planes, were severally read twice, and referred.

The bill to incorporate the St. Francis Road Co. coming up for a third reading, Mr. Clay moved that it be postponed until Thursday week, in order to take up the Tariff bill. Mr. Sevier complained that any delay should be given to this bill, which, he said, was of more importance to Arkansas than fifty Tariff bills. There was yet very little time allowed for any hope to have it passed through the Senate, after passing this House. If it was longer delayed, and until the discussion on the Tariff closed, in all likelihood they would have Black Hawk making his inroads into the Territory, unresisted. The citizens of Arkansas wanted a good road, to enable them to assemble on the frontiers, for their defence against these incursions of the Indians, &c. Mr. Clay said he would give up the whole Territory of Arkansas, at any time to have a final disposition made of the Tariff.

The question on postponing the bill until Thursday week was then carried: Yeas 88, Nays 74.

Mr. Sutherland desired to have such bills as were lying on the Speaker's table for a third reading, and which would not occasion any debate, taken up, but

Mr. Clay objected thereto, and moved the suspension of the rule, with a view to go into the consideration of the bill in relation to the Tariff. The motion prevailed—Yeas 134, Nays 30.

The House then, on motion of Mr. Irvin, went into Committee of the Whole on the state of the Union, Mr. Speight in the Chair, and took up the bill from the Committee on Manufactures, on the subject of the Tariff; and the question being on the amendment proposed by Mr. Horn in reference to the duties on wire.

Mr. Drayton addressed the House at length in a very conciliating speech, directed to enforce the necessity of a compromise; and after a debate of some length, upon motion of Mr. Watmough, the Committee rose.

Mr. Carr moved a reconsideration of the vote by which the harbor bill had been postponed until Thursday week.

The question on reconsideration was then taken, and decided by yeas and nays—yeas 101, nays 75.

On the main question, Mr. Thompson of Georgia, demanded the yeas and nays—they were ordered, and the question being, shall the bill pass? it was decided by yeas and nays—yeas 95, nays 67.

So the bill was passed, and sent to the Senate for concurrence. Adjourned.

UNITED STATES BANK.—The following extract is part of the report of the proceedings of the Senate at Washington, during the Bank Debate:

"Mr. Tazewell inquired if he had understood the Senator from Massachusetts correctly, as entertaining doubts of the power of the States to create State Banks?"

"Mr. Webster replied that it was now too late to question a power which had been acquiesced in by the different branches of the Federal Government for these forty years. But if the question had been originally put to him before such acquiescence, he should have expressed great doubts on the subject. He then referred to the clauses of the Constitution which prohibit the States from coining money, and reserve to the United States the exclusive power of regulating the currency, and making issues of gold and silver; and inferred, that, if the Constitution thus cautiously excluded the States from issuing a metallic currency, it never intended that they should authorize the issue of that which is a representative of the metallic currency. The States had been indulged with the power of creating banks for forty years, and now they demanded to make that power exclusive, and to tax the branches of the United States Bank established in their limits, for the purpose of establishing a uniform currency.

"Mr. Forsyth asked if he had understood the Senator from Massachusetts as stating that the States had the right to tax such of their citizens as held stock in the United States Bank, on account of that stock?"

"Mr. Webster replied in the affirmative.

"Mr. Forsyth replied that if that was the case, how was it contended that the \$14 millions of stock held by foreigners were to be considered as not liable to taxation?"

"Mr. Webster replied that, by the society of nations, the property of foreigners was held free from taxation. Why did we not tax the loans of the Bank to the Ohio Canal, or the Holland loan to the Chesapeake and Ohio Canal, or the Pennsylvania

loan? It is the understanding between nations not to tax private property in peace, or to confiscate in war. We may hold stock in the funds of Great Britain, but we are not liable to taxation for the stock."

Brown University.—The Hon. Nicholas Brown of Providence, with great liberality, has resolved to erect at his own expense, another college edifice of brick to embrace a Chapel, Library, Philosophic Hall, Lecture Rooms, &c. as we learn from the Rhode Island papers. It is to be three stories high and a basement 86 feet long and 42 wide. It will be placed in the front yard of the College on the south side. A subscription has also been commenced, for raising twenty-five thousand dollars to constitute a permanent fund—the proceeds to be annually appropriated to the purchase of books for the library, and of philosophical and chemical apparatus. To this fund Mr. Brown has subscribed ten thousand dollars. Another gentleman of Providence has subscribed one thousand dollars.—[Daily Advertiser.]

INDIAN HOSTILITIES.—The Missouri Republican, 22d ult. furnishes the following particulars of the defeat of the Illinois militia by the Indians:

On Monday, the 14th, the detachment met a small party of Indians and killed two, and made two others prisoners. They continued their route, encamped for the night in an advantageous position—a dense wood, surrounded by prairie. Almost as soon as they had dismounted, turned their horses loose and commenced preparations for supper, a small party of Indians appeared in the neighborhood of the encampment, bearing with them a white flag. Captain Endes, with a few men, was sent out to meet them, when the Indians commenced a precipitate retreat. This officer being acquainted with the Indian mode of warfare, and suspecting an ambush, followed them as far as he deemed prudent, and then ordered his men to fall back upon the main party. Although it was nearly dark, the whole detachment had been ordered to re-mount, and were met upon the route by the men who were returning. The pursuit was conducted without any regard to discipline, and had continued for several miles, the Indians receding as the troops advanced, until they had decoyed them across Sycamore creek as it is called in the proclamation. This they did in disorder, and each man successively reached it. Being thus decoyed into the midst of the main body of the Indians, and without being allowed to form, hostilities were commenced: The Indians showing themselves on every quarter, mounted and armed. They commenced the attack with their guns, and after firing them resorted to the use of tomahawks and knives. As soon as their desperate situation was known, Maj. Stillman ordered a retreat across the creek after an ineffectual fire at the enemy. The savages followed close upon them. No time was allowed for them to form on the opposite bank of the creek. A company under the command of Captain Adams, of Tazewell county, who were in the rear, ordered to make a stand against them and fought with desperation. About half of the Indians are thought to have belonged to this company. The battle was fought by moonlight, in an open prairie, and the pursuit was kept up for ten or twelve miles. The survivors began to arrive at Dixon's Ferry about one o'clock in the morning; and after a sufficient time elapsed, the next day, for them all to have come in, the roll was called and fifty-two were found to be missing. A few of those who escaped were wounded, and many had their hats and clothes perforated with bullet holes. Some of the savages were killed, but the number could not be ascertained. Various estimates are given of the strength of the Indians: the number is probably between 12 and 1500 warriors. By this victory they obtained possession of the horses of the slain, and of the camp equipage, blankets, ammunition, and provisions of the routed Militia; and are, moreover, encouraged to further hostilities by the propitious omen of a first victory.

LATER.—We have counter and less disastrous reports by a short steamboat passage from Galena. It was reported there, by persons who were in the engagement, that 25 of 27 men, only, were killed. In the other particulars, the above details are nearly correct. Business was entirely suspended at Galena, and the families in the surrounding country were moving in for protection. As proof of the rapidity with which the Indians traverse the country, it is stated, that a runner from Black Hawk and his allies, bearing to the Missouri Indians news of the defeat of the Militia, arrived at the Des Moines Rapids twenty-four hours before the express sent by Gov. Reynolds.

REPRESENTATIVES UNDER THE NEW CENSUS.—The following table exhibits the number of Representatives which the different sections of the country had under the census of 1890, and that they will be entitled to under the census of 1890.

	1890.	1890.
The five New England states, New York, New Jersey, Pennsylvania, Delaware, and Maryland.	39	38
The four Southern Atlantic states, Virginia, North Carolina, South Carolina, and Georgia.	76	83
The four South Western states, Tennessee, Mississippi, Louisiana, and Alabama.	51	52
The five Western states, Ohio, Indiana, Kentucky, Illinois, and Missouri.	16	23
	31	44
	213	240

The Apportionment Bill, as passed in Congress, fixes the ratio of representation at 47,700.

Below we give the number of representatives under the census of 1890, and the number according to the new ratio, and the several fractions under it.

	No. of Reps.	Fractions.
Maine.	7	8
New Hampshire.	6	5
Vermont.	5	5
Massachusetts.	13	12
Rhode Island.	2	2
Connecticut.	6	6
New York.	34	40
New Jersey.	6	6
Pennsylvania.	26	28
Delaware.	1	1
Maryland.	9	8
Virginia.	22	21
North Carolina.	13	13
South Carolina.	9	9
Georgia.	9	9
Alabama.	3	5
Louisiana.	3	3
Mississippi.	1	2
Tennessee.	9	13
Missouri.	1	2
Kentucky.	12	13
Illinois.	1	3
Indiana.	9	9
Ohio.	14	17
	213	240

The States marked thus * would, upon Mr. Webster's plan, have had an additional member.

We gladly put on record the following testimony, so honorable and so just to Mr. Ogden Hoffman, and so creditable to the parties who were unanimous in making the appointment:

Court of Common Pleas, Saturday, June 2.
Present—John T. Irving, First Judge; Walter Bowne, Mayor, Richard Riker, Recorder.

At the opening of the Court Judge Irving observed that, the first duty of the Court this morning was the appointment of a District Attorney, for the city and county of New York: the constitutional term for which Mr. Hoffman was appointed having expired. The Court, therefore, appoint Ogden Hoffman, District Attorney for the city and County of New York, to hold his office for the term prescribed by law. In making this appointment, his Honor further stated that although the Mayor and Recorder were only with him on the bench, it was proper to say that the appointment was made with the unanimous concurrence of the whole Court—that he held in his hand a paper signed by all the Aldermen, not only consenting to, but recommending the appointment—that paper would be put on the files of the Court—and as it was signed by the Judges of that Court, in which Mr. Hoffman's duties, as District Attorney, were principally performed, it was an evidence of the fidelity and ability with which those duties had been discharged by him.

We learn from the Philadelphia Chronicle, that a riot took place last Wednesday at the Eagle race course, near Trenton, between a body of laborers upon the canal and the spectators on the course—that the laborers, about 100 in number, undertook to clear the field, but were unsuccessful, and in the attempt many were very seriously, probably mortally, wounded. It is stated that one or more

have since died, and that the field was literally strewn with the bodies of the combatants. Several of the natives have since been attacked by the laborers and dreadfully maltreated. Some of the rioters had been arrested.

FOREIGN INTELLIGENCE.

LATER FROM FRANCE.—By the Edward Queensland packet ship from Havre, Paris accounts to the 5th ult. are received, which are chiefly important as showing a constant and rapid decrease of cholera in that city. Its appearance in Havre is now certain; there were 4 new cases, from 3d to 4th May, and there had occurred altogether 56 cases, of which 24 resulted fatally.

The Russian ratification of the 24 articles was received in London on 1st May, but it was not yet exchanged.

The arrangement of the Ancona affair, as we learnt by the previous arrival, was agreed on; and among the extracts to-day is the note of the French ambassador at Rome, reciting its conditions.

A Carlist conspiracy in the south of France had been discovered; of which Marseilles was to be the chief theatre. It is a good deal in contradiction with the character earned by the Marseillais during the revolution, to hear they are charged with conspiring or favoring conspiracy in behalf of the family of Louis XVI.

M. Montaner is charged, *ad interim*, with the duties of Premier. The condition of M. Casimir Perrier as to ultimate recovery, seems doubtful.

ENGLAND.

LONDON, May 1.—There was a good deal of anxiety to-day in the city on the subject of the much talked of ratification of Russia. It is now known to be in the hands of Count Orloff. The Courier who was bearer of it arrived in the Hamburg Steamboat. He left St. Petersburg the 17th April.

The Courier says—The Russian ratification of the Belgian treaty arrived in the city yesterday afternoon, but up to this moment we do not believe that the members of the conference have been convoked to exchange the ratifications. We do not know if this delay is to be attributed to the absence of M. Van de Weyer, the Belgian minister, who left London a few days ago on a visit to his friends in Belgium, or to some desire expressed by the Dutch Minister, that the exchange might be delayed until he has time to receive instructions from Holland, on the line of conduct he is to adopt.

M. Wallez, chargé d'affaires of King Leopold, has probably been left in the possession of full power to act in the absence of M. Van de Weyer, and if it be so, no delay is necessary unless it be thought politic, as the King of Holland has hitherto appeared to act in concert with Russia, to give his minister an opportunity to ratify at the same moment as Prince Lieven. It is also probable that this conciliatory conduct may be followed towards Holland, particularly if there is any foundation for the reports which have lately been in circulation of the hostile intention of that country towards Belgium.

The Cholera continues to make great ravages in Dublin and the County of Cork. It is also rather severe in Edinburgh, where it is said Charles X. finds himself no longer at his ease, and that he already speaks of going to a country where he will have nothing to fear. He will probably set off for Italy to meet the Duchess de Berri. At London, the cholera is fast diminishing, and it is hoped that the city will soon be entirely free from it.

ITALY.

Rome, April 18.—The note of the French Ambassador, Cte. Saint-Aulaire, in reply to the note of the Cardinal Secretary of State, Bernetti, of the 16th April, is of the following tenor:

Rome, 16th April, 1892.
The undersigned has had the honor to receive the note in which His Excellency the Cardinal Secretary of State has the goodness to acquaint him with the acquiescence of the Holy Father in the momentary presence of the French at Ancona, and with the conditions attached by His Holiness to this acquiescence. These conditions will be punctually observed, and to-morrow, M. Bouquet, Secretary of the French Embassy, will leave here to superintend their performance. If the troops brought by the transport ship Rhone, are not embarked, they shall be immediately transported in the ship of war *La Suffren*.

The undersigned makes no difficulty in agreeing that if any difficulty should arise as to the interpretation of the ten articles, His Excellency, the Cardinal Secretary of State, shall decide on their true meaning. Truth can have no better interpreter. One single article may admit of two different meanings. The 5th, which speaks of the period of departure of the French troops, it is hardly necessary to state here that the expression at the same port (*alla stessa spece*) is to be understood as alluding to the departure of the Austrian troops. The undersigned thinks it unnecessary to add that he will endeavour with the greatest zeal to prevent the least cause of discontent being given by the French troops to the Holy Father, and to promote sincerely the best understanding between the French troops and the city and military pontifical authorities which may be sent back to Ancona. **St. Aulaire.**

FRANCE.

Paris, 3d May.—The *Moniteur* says: For three months past Government has been aware of the existence of intrigues with a view of causing a Carlist insurrection at Marseilles and on the coast. It was known that with this view an active correspondence was going on between that place, Paris and Italy, and that travelers of more or less distinction, but all equally devoted to the legitimate party, arrived one after the other, but particularly, of late, carrying orders, counter orders and intelligence.

At one time it was on the 15th or 20th March, at another time on the 21st April, afterwards definitively on the 28th, that all was to be ready for an open insurrection.

A debarkation of troops was spoken of, the name of Madame, the Duchess of Berry, was mentioned. A plan of the coast near Martigues had been taken, and funds had been received by those individuals most deeply concerned in this intrigue.

In the neighboring departments, those men who are continually dreaming of disorder and civil war, were told to hold themselves in readiness. Their language and manners would, had other indications been wanting, have sufficiently demonstrated the object of their hopes, and the blow which it was thought would be struck.

At periods assigned, the project was to cause insurrections to take place at different points in the South. At Lyons, distributions of money were made; and some indigent workmen, animated by patriotic indignation, on learning the source and the object of these distributions, paid over to the authorities the money that had been placed in their hands.

It was also known through different channels, that Madame, the Duchess de Berry, had endeavored to purchase the steamboat *St. Colombo*, and that the *Charles Albert* waited her orders.

This article from the *Moniteur* has not much tranquilized the minds of the people, for though it is true that it gives information of the intrigues of the legitimists, which led to the commotions of the 30th April, still it does little more. We are ignorant as to whether the insurrection will extend beyond the city of Marseilles. It is known that the town of Toulon is also filled with partisans of the deposed family, but there a greater number of partisans are to be met with than at Marseilles, and besides, that town is now filled with troops who were on the point of embarking for Algiers, and there is reason to believe, that the troops will have received orders by telegraph to remain on shore and to hold themselves ready to march on the first signal to those points which are menaced. Marshal Bourmont it is said was at a few leagues from Marseilles, at the time the insurrection broke out, and that the Carlists were to quit possession of a signal post, to inform by a signal agreed upon that he might commence his debarkation. News had also been received from Leghorn that the Duchess de Berri had embarked in a vessel the apparent destination of which was Barcelona. She thought no doubt that Marshal Bourmont had landed at Marseilles, and was master of that port, she might also land and advance into the interior of France without further difficulty. We are totally ignorant of the details of the unfortunate affair, but it can only have the effect of further consolidating the government of July.

Proper orders were in consequence given some time since. At Marseilles as well as at Lyons, every measure was taken to paralyze these audacious demonstrations, and to put the authors of them in the hands of justice.

When travelers reported at Nevers and on the road that the white flag would be hoisted at Lyons, insurrectionary movements did actually break out at Marseilles.

Colonel Larhaux has been arrested in open arms, as well as M. de Candolle. M. de Candolle, ex-Con-

oul of France, at Nice, had lately left the neighborhood, where he had before taken up his residence. M. Laget de Podio also arrested, was procureur of the King in 1815.

The rebels calculated on the people. The people, the troops of the line, and the National Guard, have annihilated their hopes in a moment. It will be thus wherever faction dares to raise its head.

The Administration and the armed force have done their duty, justice will now perform hers.

This morning at 11 o'clock, a telegraphic despatch from Marseilles was received at the office of the Minister of the Interior, announcing that in the afternoon of the 2d, until 11 o'clock at night, the town continued in great agitation. The despatch terminates by saying, that in the night of the 5th and 6th, a Courier would arrive at Paris with details of all that has occurred. It is however said that tranquillity appears about to be restored.

Paris, 4th May.—Since the day before yesterday apprehensions have been entertained that M. Decaze had again been attacked, but we learn to-day that he is better. Since his illness it has been remarked that the Duke de Bassard has had frequent private interviews with M. Decaze.

The precise state of M. Perrier's health is not known to-day: it is said however, he is a little better. His physicians still hope to save him, but notwithstanding, all the ministerial papers say, there is no possibility that he will be able to resume the direction of affairs.

It is positively said that M. de Lamarque has experienced a dangerous relapse of cholera.

PARIS, May 4.—Since yesterday M. Casimir Perrier gives continual proofs of mental alienation—he sings continually. This consequence of the malady of the President in no way astonishes us. We have often remarked in the eyes and physiognomy of M. Perrier, a predisposition to mental alienation.

The Minister of the interior appears to be very uneasy about the news from the south. The rainy weather has prevented to-day the telegraphs working. Two secret agents were sent off last night for the neighborhood of Marseilles and Lyons.

The number of cases of Cholera has again diminished to-day. The 4th, 6th and 12th arrondissements have not a single case in private houses. In nine others the number amounts to 23, (17 women and 5 men) which is a diminution of 16 on the cases of yesterday.

HAVRE, 5th May.—Official Bulletin of Cholera Mortuus from 3d May, at Mid-day, to the 4th same hour.

New cases.—In town, 2 men, 2 women; succeeding day—30 men, 22 women. Total, 56.

Deaths in the preceding days, 10 men—14 women. Since the commencement of the disease—

Cases, 56; deaths, 24; cured, 13; still sick, 19.

HAVRE, May 3.—Sales Cotton—32 bales San Island at 186. 100 Upland, 93; 25 do. 94; 24 Louisiana, 90. Coffee—27 bags St Domingo, per four, 724; 312, per Lagaira, duty 574, 724. May 4.—Sales Cotton—30 bales Upland, 924. Coffee—600 bales St Domingo, 751; 100 do. 754.

PARIS, May 4.—Five per cents. 96 5/4, 96 5/8; Three per cents. 69 5/8, 69 21/32.

[From a late Liverpool Paper.]

CAPTAIN ROSS'S EXPEDITION.—We understand that a communication has been received, via Copenhagen, by a gentleman in town interested in the fate of those daring adventurers who sailed in the John of Greenock, under the command of Capt. Ross, to discover, if possible, a northwest passage through the Arctic seas; in this it is stated that a boat's crew and a surgeon had left that vessel when in danger in the Polar regions, and that they were landed in Denmark during last year, having been brought there by some of the whaling ships.

VERA CRUZ.—Gen. Santa Anna having required from the American merchants resident at Vera Cruz that they should, under penalty of personal responsibility, pay to him the amount of the bonds given for duties to the Mexican government, J. A. Cameron, Consul of the United States, resisted this demand, and in a very proper note endeavored to dissuade Gen. Santa Anna from persisting in so unjust a measure, assuring him, moreover, that it was not in the power, at the time, of the American merchants to comply with it. Mr. Cameron thus concludes:

"If, notwithstanding this repeated and solemn assurance, the harsh measures which are threatened be resorted to, the American merchants will look with confidence, for protection, to their own government, which never yet allowed the injuries of its citizens to go unredressed."

List of Vessels cleared with Luckawanna Coal from Rondout during the week ending May 24, 1852.

May 21st, Sloop Green Conny	Coal Black Rose	for Athens.
22d, "Fowler	Merchant, for Hudson.	
23d, "Star, for Fitchkill.		
23d, Schooner Joseph and Mary		
"Mary		
"Sloop Lafayette		
"Providence		
24th, "Norfolk Packet		
24th, "Harmony		
24th, Schooner Columbus		
24th, Sloop George & Eliza		
"Rising States		
"Schooner Spartan, for Plymouth.		
"Sloop Mary Nichols, for East Greenwich.		
"Schooner William Henry, for New York.		
24th, Sloop Charles		
"Stranger		
24th, Barge Luckawanna		
24th, Schooner Thomas Peterkin, for New-London, Conn.		
"Sloop Commodore, for Somerset.		

PASSENGERS:

In the ship Franklin, from Canton—Mr. J. M. Bull.	
In the ship Gov. Clinton, from Marilla—Messrs. G. R. Russell and H. Kern, of Marilla.	
In the ship Samuel Robinson, from London—Anna Payne and family, Wm. Rhodes and family, J. Groton, Martha Henderson, Caroline Paglay, J. Stormes, J. Stratford, and 141 in the steerage.	
In the ship Edward Queenal, from Havre—Madam Caradeco, J. Caradeco, Dr. A. De Lettre, and 175 in the steerage.	
In the ship Globe, from Liverpool—Miss Ellen Leach, Mr. F. Leach, and 107 in the steerage.	
In the ship Herald, from Amsterdam—A. Kohalus, J. A. Guinier, and 37 in the steerage.	
In the ship Precioso, from Hamburg—A. Whiteope, and F. Maenel.	
In the British barque Science, from Greenock—J. Maggett, T. Maggett, S. Mason, J. Sanderson, P. Walker and family, 130 in the steerage.	
In the brig Mary, from Attakapas—Mr. and Mrs. Smith, Mr. Nettleton, and Mrs. Noble.	
In the brig Elizabeth Clark, from Swansea, Wales—J. Griffith, S. Williams, J. Jenkins, and 86 in the steerage.	
In the brig Rosebank, from Liverpool—Messrs. Taylor and Cathcart, and 123 in the steerage.	

AMERICAN RAIL-ROAD JOURNAL.

The subscriber is now publishing a weekly paper, called the AMERICAN RAILROAD JOURNAL. A principal object in offering the proposed work to the Public, is to diffuse a more general knowledge of this important mode of internal communication, which, at this time, appears to engage the attention of almost every section of our country.

THE AMERICAN RAILROAD JOURNAL is printed on a sheet of the largest size, (mammoth) and put up in a convenient form for binding, each number containing sixteen large octavo pages of three columns each. The selections upon the subject of railroads and other works of internal improvement, will be from the best authors, both of Europe and America, and will be occasionally illustrated by engravings. A part of this Journal will be devoted to the subject of internal improvement—giving a history of the first introduction of railroads into England, and their improvements to the present day. It will also notice the meetings, in different sections of the country, upon the subject of railroads. The remaining part of the paper will contain the LITERARY, MISCELLANEOUS AND NEWS matter of the NEW-YORK AMERICAN, as prepared for that paper, omitting all political subjects, except such as are of general concern.

The terms of the American Railroad Journal are THREE dollars per annum, payable in advance; and will not be sent without. Any person who will obtain eight subscribers and remit the amount, shall have a copy gratis; and to companies of ten subscribers, who associate and remit twenty-five dollars, will be sent for \$2.50 each per annum. The Journal will be sent for any length of time desired, if paid in advance. It will be published on Saturdays.

Letters upon the subject of the AMERICAN RAILROAD JOURNAL may be addressed, free of postage, to the publisher and proprietor, D. K. MINOR, No. 35 Wall-street, New-York.

TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 26 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y. until the 15th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 24th day of The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 10th day of July next.

JOHN RANDEL, Jr., Engineer in Chief.

Engineer Department of the Ithaca and Owego Railroad, April 22, 1852.

IS TOWNSEND & DUNFEE, Rope Manufacturers, having machinery for making ropes to any required length (without splice), offer to supply full length Ropes for the inclined planes on Rail-roads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Ropes, the public are referred to J. B. Jervis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carlisle, Luzerne County, Pennsylvania. Palmyra, Wayne County, New-York, 1st mo. 22nd, 1852.

RAILROAD IRON.

The Subscribers having executed large orders for Iron for the Canal Commissioners of Pennsylvania, as well as for several incorporated companies, have made such arrangements in England, where one of them will shortly be, as will enable them to import it on the lowest terms. Models and samples of all the different kinds of Rails, Chairs, Pins and Wedges in use, both in this country and Great Britain, will be exhibited. Apply to Philadelphia, May 24, 1852.

Philadelphia, May 24, 1852.

BANK NOTE TABLE.

MAINE.		
U. S. Branch.	Cumberland.	Augusta.
Thomaston.	Cass.	Gardiner.
Vassalboro.	Mechanic.	Kennebunk.
Canal.	Union.	Manufacturers.
Portland.	Wasserville.	Wint.
Sagor.	Saco.	Danbury.
South Berwick.	Lincoln.	
NEW-HAMPSHIRE.		
U. S. Branch.	Rockingham.	Claremont.
Chester.	Formouth.	Grafton.
Concord.	Farmers.	Merrimack.
Exeter.	Piscataqua.	Merrimack.
New-Hampshire.	Dover.	Commercial.
N. H. Straford.	Winnissee.	Connecticut river.
MASSACHUSETTS.		
U. S. Branch.	Plymouth.	Bank of Norfolk.
Boston City Bks.	Pawtucket.	Cambridge.
Agricultural.	Salina.	Andover.
Beverly.	Springfield.	Falmouth.
Bedford Com'l.	Taunton.	Mercantile.
Commercial.	Ware.	Lynn Mechanics.
Dedham.	Blackstone.	Mech's Salem.
Gloucester.	Fall River.	of N. Bedford.
Hampshire.	Exchange.	Bunker Hill.
Franklin.	Danvers.	Atlantic.
Sunderland.	Andover.	Franklin.
Mechanics.	Oxford.	Brighton.
Marblehead.	Milbury.	Central.
Newburyport.	Housatonic.	Greenfield.
Phenix.	Hamp. Manufact.	Sutton.
Pacific.	Barnstable.	Essex.
Manu. & Mech.	Leicester.	Farmers.
RHODE-ISLAND.		
U. S. Branch.	Village Bank.	North Kingston.
Providence.	Smithfield Lime.	Mount Hope.
Union.	Rock.	Pawtuxet.
Exchange.	Newport Bank.	Phenix.
Globe.	Roger Williams.	R. I. Central.
Manufacturers.	Scituate.	Warren.
R. Island Union.	Kent.	Warwick.
Rhode Island.	Eagle, Bristol.	R. I. Agricult.
Merchants' Prov.	Do. Providence.	Cumtland.
dence.	Mount Vernon.	N. E. Pacific.
Do. Newport.	Cranston.	Smithfield Union.
Do. Commercial.	Bank of Bristol.	High Street.
Do. Franklin.	Commercial.	Woonsocket Falls.
Do. Landholders.	Franklin.	Mech. & Manu.
Do. Manufacturers.	Narragansett.	Contra.
Do. Smithfield Exch.		Par. & M.
CONNECTICUT.		
U. S. Branch.	Hartford.	Union.
Norwich.	Phenix.	New Haven.
Bridgeport.	Middletown.	Thamson.
Fairfield County.	Mechanics.	Windsor.
Do. Branch.	New-London.	Stonington.
VERMONT.		
Brattleborough.	St. Albans.	Orange County.
Montpelier.	Windsor.	Burlington.
Rutland.	Vergennes.	
Bank Caledonia.	Bennington.	
NEW-YORK.		
U. S. Branch.	Bank of Albany.	Central Bank.
City Banks.	State Bank.	Auburn.
Long Island W.	Commercial.	Rochester.
Dutchess Co.	Bank of Troy.	Jefferson County.
Lansingburg.	Farmers.	Geneva.
Poughkeepsie.	Mohawk.	Chenango.
Catkill.	Utica.	Bk Columbia broke.
Newburgh.	Do. Branch.	Middle District.
Do. Branch.	Ontario.	Franklin Bank.
Mech. & Farmers.	Do. Branch.	Wash & Warren.
NEW-JERSEY.		
State Bk. Newark.	Morris Canal.	Commercial.
Do. Morristown.	Pontion B. Co.	Cumtland.
Do. Elizabeth.	Orange.	Salem B. Co.
Do. Camden.	Washington.	Farmers.
Do. N. Brunswick.	People's.	Monmouth broke.
Newark B. Co.	Sussex.	N. J. Manu. Co.
Farm & Mech.	Farmers.	Franklin.
at Rahway.	Bk N. Brunswick.	Jersey.
PENNSYLVANIA.		
U. S. Bank.	Montgomery Co.	Gatysburg.
Philadel. Banks.	Columbia B. Co.	Carlisle.
Harrisburg.	Chester county.	Miners.
Northampton.	Lancaster.	Pittsburg.
Farmers, Reading.	Germantown.	Chambersburg.
Do. Lancaster.	Delaware county.	Erie.
Do. Bucks co.	Penn Township.	Monongahela.
Do. Easton.	York.	
DELAWARE.		
Farmers.	Wilm. & Brand.	Smyrna.
Do. Branches.	Delaware.	Commercial.
MARYLAND.		
U. S. Branch.	Bank Maryland.	Hagerstown.
Baltimore Bks.	Fredrick co.	Susquehanna Bridge.
Farmers.	Westminster.	Elkton.
Do. Branches.	Farm & Mech.	Planters.
DISTRICT COLUMBIA.		
Patrons.	Alexandria.	Neth. George.
Metropole.	Union.	Do. Alexandria.
Washington.	Union.	Farmers & Mech.
VIRGINIA.		
U. S. Branch.	Farmers.	Virginia Branches.
Vally & Branch.	Do. Branches.	Northwestern.
NORTH CAROLINA.		
State & Branches.	Newbern & Branch.	C. Fear & Branch.
SOUTH CAROLINA.		
U. S. Branch.	Union.	State Bank.
Plant & Mech.	South Carolina.	State Bank & Co.
GEORGIA.		
U. S. Branch.	State B. & Brh.	Macon.
Planters.	Augusta.	Augusta In. & Bk.
Marine & Fireins.	Mech. & Planters.	Bar.
MISSISSIPPI.		
State of Mississippi.		
LOUISIANA.		
U. S. Branch.	Marion.	Farmers & Mech.
Chillicothe.	Lancaster.	Belmont.
Western Reserve.	Mount Pleasant.	Commercial.
Franklin.	Farmers.	Steuersville.
ALABAMA.		
U. S. Branch.	State B. Orleans.	Louisiana.
Mobile & State.		Tombesbee.

POSTSCRIPT.

FROM ENGLAND.—FOUR DAYS LATER.—London papers to the evening of the 7th have been received by the ship Tallyho, Capt. Fisher, but as our own files have not come to hand, we are indebted to the Journal of Commerce for the news brought by this arrival. The most important is the defeat of the British Ministry upon the Reform Bill, by a majority of 35. A sketch of the debate will be found below. Although the defeat was on an amendment proposed by the Ministers, it appears to have been considered decisive of the fate of the Bill, unless resort should be had to a creation of Peers. Accordingly, says the London Sun, "it seemed to be the opinion of several Peers in the House, that an extraordinary Gazette containing a list of sixty new peers would appear on Wednesday," May 9th, the further discussion of the bill having been postponed till Thursday, at the request of Ministers.

Rumors were prevalent in London, on the evening of the 7th, that Casimir Perrier was dead. They seem, however, to want confirmation. There seems, unhappily, to be better grounds for a melancholy report concerning the young Duke of Reichstadt. Recent accounts from Vienna, state, that the son of Napoleon, who had been for some time past in a declining state of health, is now considered in almost a hopeless state. His complaint is said to resemble that of his father, and to have been brought on thus prematurely by too much confinement, and the disappointment of a noble mind, in which there is a great deal of ambition. The Emperor of Austria, who is tenderly attached to this young Prince, is said to be severely affected by his ill state of health.

An extraordinary supplement to the German National Gazette contains the account of a conspiracy which has been just discovered at Brunswick. A Lieutenant Colonel was arrested, a trunk or two broke open by the police, and things brought to a right condition by the populace singing, "Hail Wilhelm," at the theatre.

The cholera in London was nearly extinct.—On the 4th there were two new cases, and no death. On the 5th and sixth jointly, 7 new cases, 2 deaths, 6 recoveries, and 16 remaining.

In the country on the last day reported, an aggregate of 122 new cases, 58 deaths, 60 recoveries, 176 remaining.

In Dublin, May 4th, 100 new cases, 33 deaths, 40 recoveries, 400 remaining. Total cases 1515, deaths 508.

In Cork, May 3d, 58 new cases, 15 deaths, 27 recoveries, 291 remaining. Total cases 997, deaths 267.

In Carlingford, Bangor, Forkhill, (county Armagh) Clontarf, Craig, and other places in Ireland, the disease was more or less prevalent. It was reported that two or three cases had occurred in Liverpool, but this is at least doubtful.

HOUSE OF LORDS.

The House having resolved itself into a Committee on the Reform Bill.

Earl Grey the Prime Minister rose and said—My Lords, I congratulate your Lordships on this question, this important question, having now arrived at that stage of the business in which the House having sanctioned the principle of the bill, we are now to be occupied upon the details of it. My Lords, the first motion to be made in the Committee, is, that the title of the bill be postponed. The next motion to be made will be, that the preamble of the bill be postponed,—to both of which, as matters of course, I trust there will be no objection. I have now to propose, therefore, that the title of the bill be postponed.

Earl Shaftesbury having put the question, declared that the Contents (Ayes) had it.

Earl Grey next moved that the preamble of the bill be postponed.

On the chairman putting the question, Lord Lyndhurst presented himself on the floor, for the purpose of proposing that the consideration of the question should be altogether postponed.

A long debate ensued, in which the Lord Chancellor, Lord Harrowby, Lord Boxley, the Earl of Rad-

nor, the Duke of Wellington, Lord Holland, the Duke of Newcastle, Lord Ellenborough, Lord Wharncliffe, the Earl of Harwood, Earl Grey, and the Earl of Carnarvon, took part.

Lord Manvers rose amidst loud cries of "Question." He believed that the essence of the bill was schedule A, and that it should stand unimpaired.

Lord Clifford also rose amidst loud cries of "Question," and briefly contended for the principle of the bill.

The cries of "Question" here became so loud and general, that strangers were ordered to withdraw, when the House divided, and there appeared—

For the Amendment.
Contents 151
Non-contents 116
Majority against Ministers 35

Lord Grey then moved that the further consideration of the bill in committee should be postponed until Thursday May 10th, which after some debate, was carried.

LONDON, May 7.—We have just received the whole of the Paris papers of Saturday, (5th,) and the Gazette de France, dated yesterday.

The cholera was, we are happy to observe, rapidly diminishing in every respect. The deaths by it announced on Saturday last were only 13—namely, 22 in private houses, and 36 in the hospitals.—The Duc Decazes was attacked by the disease on Thursday last, but was considered out of danger.

Some fears were entertained on Saturday last that disturbances would take place, it being the anniversary of the death of the Emperor; but although several persons threw garlands of flowers, &c., at the foot of the Pillar in the Place Vendôme, no disposition to riot was observed among the populace.

Private Correspondence.

M. Perrier is, I am assured, on unquestionable authority—as in my late letters I represented himself to all intents and purposes as a public man.—General Sebastiani still holds the portfolio of Foreign Affairs, but is lamentably infirm. Baron Louis continues to speak of retiring, and I am sure wishes to retire. He never recovered the shock given to his system by the defection of M. Kerner. Admiral de Rigny is a cipher, whom it would be easy to replace in the Ministry of Marine from the list of Admirals. For M. d'Argout it would be difficult to find an adequate substitute, as Minister of Public Works. M. Girod de l'Ain may play the part of a subordinate in the Cabinet with as much zeal as in the Chair of the Deputies.

As a statesman Marshal Soult is rather below the standard of your *clévaux* Cabinet Ministers, Lords Westmoreland and Bathurst; although, as a trainer, and, some say, as a fighter of soldiers, without a rival. Of M. de Montalivet, all that need be said is, that he is a true Frenchman, to whom nothing comes amiss.

[The letter here mentions a rumor which he thinks entitled to some credit, that Odillon Barrot, a sort of half way man in respect to politics, will shortly be solicited by the King to form a new Administration.]

The blockade of Madeira is acknowledged by the British Government, as appears from a note received at Lloyd's from the Foreign Office. The blockading force is spoken of in the note as "a portion of the Naval forces of Her Most Faithful Majesty, Donna Maria da Gloria."

Active preparations were making at St. Michael's for the attack on Madeira.

The general opinion at Madeira was, that the Island would surrender, there being only two months provisions, and the soldiers in arrears. Porto Santo had been taken by Don Pedro's forces. The four American vessels which were warned off had sailed for other ports. The commander of the British ship Stag, on that station, has received orders to observe the blockade most scrupulously.

SPAIN.—Our direct intelligence from Madrid justifies and confirms the hope expressed by the English papers that Spain will maintain a neutrality in the approaching struggle in Portugal. Here then, as in all the difficult questions which have compromised for a whole year the peace of Europe, the sincere allies of France and England have extinguished the germs of collision with which the expedition of Don Pedro menaced the interests of all Europe. Every thing promises an easy victory to Don Pedro; and no doubt before the end of May, we shall hear of some doings of a conclusive nature.—[Journal des Debats.]

Prince Otto, of Bavaria, is, we understand, to have the Throne of Greece, notwithstanding so many reports to the contrary. The arrangement respecting an augmentation of the territory of the new king, we have

reason to believe, has been nearly brought to a conclusion, and Sir Stratford Canning, the representative of England during this important negotiation, is likely to return to London in July.

METEOROLOGICAL TABLES.

DAYS.	Thermometer.		Barometer.		WINDS.	WEATHER.
	Highest.	Lowest.	Highest.	Lowest.		
31	59	41	30.08	29.98	W.	Clear.
30	59	41	30.08	29.98	W.	Clear.
29	59	41	30.08	29.98	W.	Clear.
28	59	41	30.08	29.98	W.	Clear.
27	59	41	30.08	29.98	W.	Clear.
26	59	41	30.08	29.98	W.	Clear.
25	59	41	30.08	29.98	W.	Clear.
24	59	41	30.08	29.98	W.	Clear.
23	59	41	30.08	29.98	W.	Clear.
22	59	41	30.08	29.98	W.	Clear.
21	59	41	30.08	29.98	W.	Clear.
20	59	41	30.08	29.98	W.	Clear.
19	59	41	30.08	29.98	W.	Clear.
18	59	41	30.08	29.98	W.	Clear.
17	59	41	30.08	29.98	W.	Clear.
16	59	41	30.08	29.98	W.	Clear.
15	59	41	30.08	29.98	W.	Clear.
14	59	41	30.08	29.98	W.	Clear.
13	59	41	30.08	29.98	W.	Clear.
12	59	41	30.08	29.98	W.	Clear.
11	59	41	30.08	29.98	W.	Clear.
10	59	41	30.08	29.98	W.	Clear.
9	59	41	30.08	29.98	W.	Clear.
8	59	41	30.08	29.98	W.	Clear.
7	59	41	30.08	29.98	W.	Clear.
6	59	41	30.08	29.98	W.	Clear.
5	59	41	30.08	29.98	W.	Clear.
4	59	41	30.08	29.98	W.	Clear.
3	59	41	30.08	29.98	W.	Clear.
2	59	41	30.08	29.98	W.	Clear.
1	59	41	30.08	29.98	W.	Clear.

CHARLESTON, (S. C.)

DAYS.	A. M.		P. M.		10 P. M.	
	Therm.	Wind.	Therm.	Wind.	Therm.	Wind.
May 31	72	S.W. cloudy	80	S.W. clear	74	S.W. clear
30	72	S.W. clear	82	S.W. clear	73	S.W. clear
29	71	S.W. clear	84	S.W. clear	75	S.W. clear
28	72	S.W. clear	80	S.W. clear	74	S.W. clear
27	73	S.W. clear	84	S.W. clear	72	S.W. cloudy
26	70	N.E. clear	76	N.E. clear	70	N.E. clear
25	69	N.E. cloudy	75	N.E. cloudy	73	N.E. cloudy

By order of the Board,
JOHN BELLINGER, M. D., Clerk.

MONTREAL.

DAYS.	Thermometer.		Barometer.		Remarks.	
	7 A. M.	3 P. M.	7 A. M.	3 P. M.	7 A. M.	3 P. M.
May 19	47	58	30.08	30.03	Fair	Rain
20	49	74	29.79	30.69	Rain	Fair
21	51	47	30.48	30.74	Rain	Rain
22	47	69	30.04	30.08	Fair	Fair
23	51	66	30.07	30.18	Fair	Fair
24	54	49	30.04	30.05	Rain	Rain
25	47	50	30.05	30.01	Fair	Fair
26	54	49	30.08	30.04	Fair	Fair
27	38	56	30.74	30.08	Fair	Fair
28	56	67	30.67	30.74	Fair	Fair
29	59	74	30.97	30.96	Fair	Rain
30	59	80	30.81	30.74	Rain	Rain
31	55	74	30.07	30.09	Fair	Fair
June 1	63	79	30.12	30.17	Fair	Fair

DEATHS.

DIED.—On Monday morning, 4th inst. Lydia, infant daughter of Douglas and Mary Gardner.

On Monday evening, after a short illness, Francis Jenks, A. M., recently of Boston, aged 33 years.

On Tuesday morning, June 5, at the advanced age of 90 years, Mr. William Grigs, an old and respectable inhabitant of this city, formerly a merchant, and late of Brooklyn, L. I.

Suddenly, on Saturday evening, Mr. Thomas J. Haynes, of the House of T. J. Haynes & Co.

This morning June 21, Walter W. Deming, aged 33 years, late of Calcutta, son of Simon Deming, East Bloomfield, N. Y.

On Thursday night, May 31, Harriet, wife of Henry N. Cruger, Esq.

Thursday, May 31, Miss Deborah S., daughter of Stephen C. Smith, in the 23d year of her age.

At New Brunswick, N. J., on Tuesday, the Rev. Peter F. Rouse, Pastor of the Reformed Dutch Church, at Brooklyn, L. I.

At Philadelphia, on Saturday, Mrs. Mary Hollingsworth, wife of Mr. P. Hollingsworth, and daughter of the late Judge Wilson, of the Supreme Court of the U. S.

WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 167 persons during the week ending on Saturday, 3d instant, viz:—81 men, 35 women, 33 boys, and 28 girls—Of whom 50 were of or under the age of 13 years, 7 between 1 and 5, 13 between 5 and 11, 1 between 11 and 15, 2 between 15 and 20, 13 between 20 and 30, 13 between 30 and 40, 8 between 40 and 50, 4 between 50 and 60, 2 between 60 and 70, 1 between 70 and 80, 3 between 80 and 90, and 1 between 90 and 100.—Diseases:—Apoplexy 1, casualty 1, childhood 1, consumption 24, convulsions 1, dropsy 3, dropsy in the head 2, drowned 2, erysipelas 1, fever bilious 3, fever scarlet 2, typhoid or group 2, jaundice 1, inflammation of the bowels 3, inflammation of the brain 1, inflammation of the chest 3, inflammation of the stomach 3, interperence 2, marasmus 7, measles 3, mortification 1, old age 4, palsy 1, peripneumony 3, sore throat 1, spasm 1, stillborn 11, suicide 1, worms 1.

AURAHAM D. STEPHENS, City Inspector.